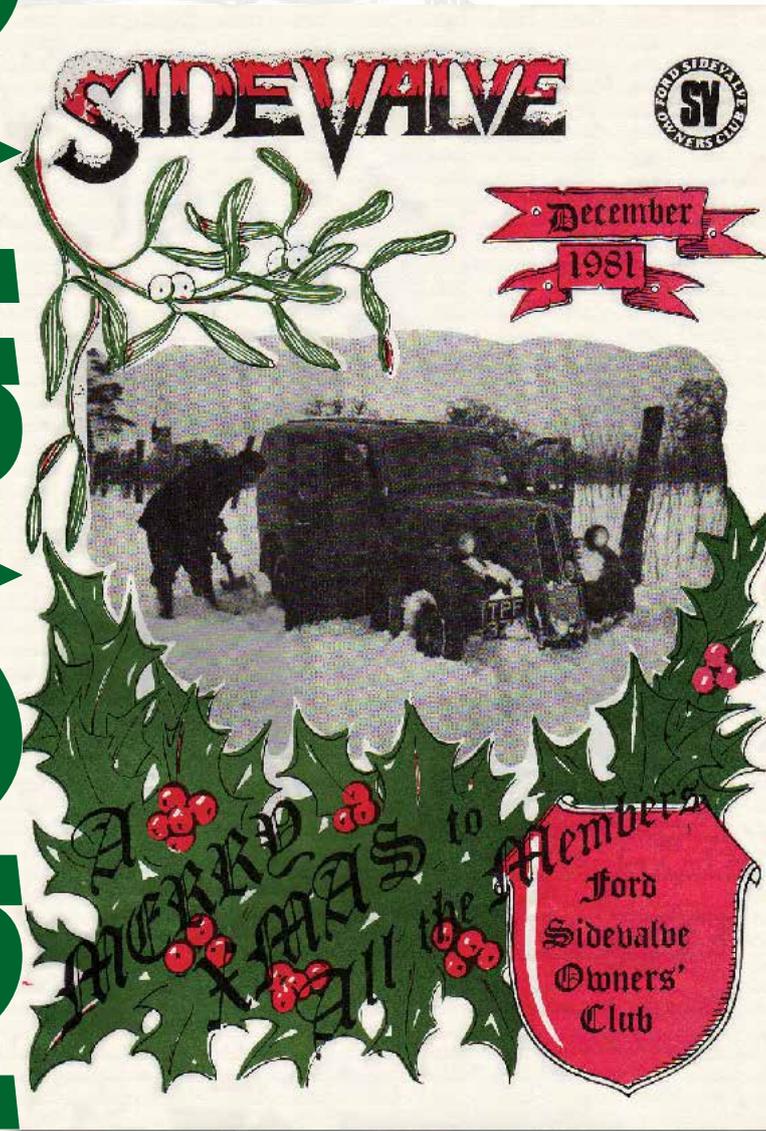


News



Volume 26 · No 6 · December 2009

Sidevalve



Features this issue

Ford Sidevalve Owners' Club: The Early Years

A Chat with John Farrer

Restoration Comedy

FSOC Spares Service



Sidevalve News

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Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

Bristol and South West: Ivor Bryant 01454 411028. 3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.

Cambs, Lincs and Norfolk: Brian Cranswick 01733 203776. E-mail: b.sidevalve@yahoo.co.uk. Please ring for details.

Coventry and Midlands: Geoff Hammond 02476 334201. E-mail: hammond.geoff@talktalk.net. 2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.

Devon and Cornwall: Ian Rooke 01752 266018. Please ring for details of local activities.

Dorset: Brian Winslow 07810 491698. E-mail: dorsetcontactfsoc@yahoo.co.uk. New Regional Group. Please contact for information.

Essex: John Hull 07763 810386. E-mail: postmaster@jrjahull.plus.com. 1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.

Glos, Hereford and Worcs: Brian Bedford 01432 820004. E-mail: s.bedford45@btinternet.com. The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm, third Thursday of the month.

Hampshire: Mick Crouch 023 8069 2359. Please ring for details.

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. New Regional Group. Please contact for information.

East Lancs: Godfrey Hands 01282 831886. E-mail: g.hands142@btinternet.com. Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.

London North: Robin Thake 01279 659245. 1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.

London South East: Stan Bilous 020 8764 7068. Please ring for details of local activities.

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. 2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm

Northamptonshire: Danny Moody 01604 810095. 1st Thursday of the month, Griffin's Head, Mears-Ashby (between Northampton and Wellingborough), 8.45pm.

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Yorkshire: Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.

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Editorial

John Porter

Peter Williams

The committee and many of you will want to thank Peter Williams for all his work on the committee and for the Bristol and District Group, as he resigns from his various duties on health grounds. Peter has looked after the FSOC archive and the Specialist Application Register as well as proofreading the magazine and reviewing the club financial budgets for Tony Young (Treasurer). We all wish Peter well in his change of direction. In view of these developments, the posts of Archivist and Specialist Applications Registrar are now vacant. If you would like to help the club and get involved, please contact Shirley Wood or me for more details.

Spares

The Federation of British Historic Vehicle Clubs AGM always has a conference after the official business. This October the conference was on the skills required to provide the support that the classic car movement needs. These skills are concerned with making panels, obsolete mechanical parts and upholstery as well as the servicing and repair of classic vehicles. As we all know, the routine action of getting your Sidevalve MOT tested relies on the reasonable and informed testing of the older vehicle.

The concern of the FBHVC is that the skills that we all need are steadily being lost due to the ageing of the workforce and the relative lack of training and apprenticeships that

enable the skills of the past to be passed on to the next working generation.

At the moment, many classic parts are made in the Far East but that easy situation will not remain as these manufacturers pursue the current large scale parts business. In the future, the classic car movement will have to get parts made in the UK, providing the companies are still in business and they have staff who have the required skills. This should be a productive market for UK businesses if they can rise to the challenge and have the staff. It transpires that the training qualifications for the restoration business have not been marketed as well as the more traditional automotive qualifications. As a consequence, possible recruits are not aware of the opportunities in the restoration business. There was discussion of the possibility of clubs encouraging young people to pursue a career in traditional panel-making and upholstery for example. This reminded the delegates that the clubs were suffering from a shortage of younger enthusiasts at the same time as the classic car service industry is in need of fresh blood. Discussion moved to encouraging the career changers to get into the classic car industry. It was felt that these people, in their thirties and forties, had the necessary patience and perseverance for this industry.

Where does that leave us? In the short term all is well but in the long term? What can we do? Support local suppliers and manufacturers as the FSOC spares service always tries to do – most of the spares that we sell are made in the UK wherever possible.

Cover Photos

Brought to our attention by Peter Williams (see 'From the Archives'), the main cover feature was the first colour Christmas cover for the magazine then known simply as *Sidevalve*. Other photos on the cover also appear in these pages in black and white: they are simply some (but only some) of the ones we would have loved to run in colour too, costs permitting.

The picture below is snowy and seasonal and would have made the front cover under any other circumstances, but sadly it was only available in black and white and it seemed a waste when we were printing the cover in full colour. You will find others from the same set in the E83W Register. Your Editor has been swimming in the lake the lady is sitting on, but not at the same time.



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Brian Cranswick

Things are fairly quite on the events front at this time of year. However, the North London group have already provided details of their annual Sidevalve holiday for next year down in Weymouth, so if you fancy going on holiday in your old motor get booked in now.

Area Contacts Meeting & Tour of the Club Stores, 3rd October

John Duckenfield organised a gathering of the area contacts at Abingdon, and prior to the meeting a guided tour of the club stores in Sidevalve Mews took place. This was a great opportunity to see how the spares service was run and have a look at the range of parts which are kept in stock. (See Regional Report for a group photo.) This really showed what a lot of hard work goes on behind the scenes by Shirley, Stephen and Neil to maintain this very valuable club service to all the members. I was impressed by the vast amount of stock held which includes loads of second-hand spares that are not shown in the parts lists. (Photo below)

24th & 25th April, Colne Valley Railway, Castle Heddingham, Essex – details from Robin Thake.

25th April, Cambridgeshire Group Drive It Day, Near Huntingdon – a good opportunity to give your Sidevalve a nice run out after the winter. Further details from Brian Cranswick.

5th–12th June, the Sidevalver's Holiday – A really great way to test the reliability of your old Sidevalve by going on a holiday to Weymouth. Details from organiser John Brown (01462 440485, john.brown773@ntlworld.com) or Robin & Jennie Thake (01279 659245, robjenthake@aol.com).



The upright spares aisles at Sidevalve Mews, Abingdon: just some of the second-hand spares the club has in stock. See page 25 for more about the FSOC's spares service, and pages 29-31 for more on Sidevalve Mews itself.

Merseyside

Joe Wheatley

Sunday 13 September – Uppermill (Nr Oldham), Car Show with TVVCCC

The site for this is a small green, set at the back of the main street next to the canal. As usual with TVVCCC shows there was an excellent mixture of vehicles from the twenties to eighties. On the way home I thought Freddy was rumbling a bit, especially up hills on when we were doing about 35-45 mph. She was also pinking slightly so during the next week I retarded the ignition by 10-15 degrees and put a bottle of STP oil treatment into the engine. This seemed to quieten things down a bit.

Sunday 20 September – Port Sunlight, Car Show with TVVCCC

Another event organised by the TVVCCC, this time on the 'village green' next to the Lady Lever Art Gallery. On the way in, through the Birkenhead tunnel and then on the old A41 (now a B road) through New Ferry, I overtook a fit-looking Lycra clad and helmeted gent on a proper racing bicycle who waved at me. As people often wave and smile at Freddy I just

waved back. Shortly after I stopped at some traffic lights and the gent caught me up. It was Arthur Speakman! Rather than bring out his Falcon Caribbean he was out on his bike, having cycled from Hyton to have a look at the show. He was intending to do a quick circuit of the Wirral before returning home via the ferry: not more than 40 miles or so. I know Arthur to be in his eighth decade and he had some heart problems a few years ago. I pray that I will be as fit as Arthur when I'm enjoying my retirement.

We managed a display of seven Sidevalves. In addition to Freddy we had Ian & Sheila Sidebotham with Peggy (103E), Dave and Sue Rothwell in another black 103E, Julian Ashworth (Green E493A), Alan Tomlinson & brother (Green E493A), Neil Turner (black 100E Prefect) and Richard McDonald (and wife whose name I have completely mislaid) in his recently restored 1956 100E Anglia.

Richard had a number of modified 100Es back in the 70s and 80s but his current car is a bit special. He inherited it from its original owner who had purchased the car new in 1956. In fact the original owner wrote an article on his car in *Sidevalve News* in the late 90s. The car had been off the road for seven years and had been the victim of some very dubious maintenance by the garages that had serviced it during the last years it was on the road. Poor

Cambs, Lincs & Norfolk

Brian Cranswick

Fame for Geoff's 100E Popular

Geoff Hearn had a rise to fame when his 100E Popular 586 AXN was featured recently in *Classic Car* weekly. This showed the history of the 100E and had a very positive written



report for buying and owning the last of the Sidevalves Ford. This is not the first time Cambs members have had their cars shown in a magazine, as many of the classic cars journals have editorial offices based in Peterborough.

Ramsey Museum Classic Car Show, 27th September

It is good to report a great attendance of Sidevalves enjoying a lovely warm September day at Ramsey. Five locals were joined by a further five members from Robin Thake's North London Group along with Robert Marshall (Notts Group) and our club Chairman driving across country from Nuneaton in his Siva (Coventry Group).

I would like to wish all the members a Merry Christmas, and a Happy and Healthy New Year.



Regional News



Richard McDonald's Anglia, Port Sunlight.

Richard had to get all these bodes rectified and is still dubious of covering any large distances. I will be asking him to put finger to keyboard to submit an article on the car as its history and restoration are well worth telling.

The weather was kind to us and we did well for prizes. Our stand got the prize for best club stand and Ian and Sheila's Peggy was awarded car of the show. We made Sheila go and collect the cup (Peggy originally belonged to her uncle) much to her embarrassment, though she looks happy enough in the pictures we took later on.



Peggy best in show, Port Sunlight.

Saturday 26 & Sunday 27 September – Astle Park Steam Fair

The company set up to organise this and other steam fairs failed because somebody ran off with the gate money at the very large three day event at Pickering Traction Engine Rally. The rescheduled Astle Park event took place to keep the show alive but very few traders turned up because they had lost their money when the August show was cancelled. I think the number of steam engines was also down on the usual turnout but the number of cars, tractors, commercials and motorbikes were up to snuff.

We were glad to support Jane and Fred Webster who organise the cars for this and other steam fairs. We had a respectable turnout with me, Frank Wells (100E), Dave & Sue Rothwell (this time in their very red E493A), Julian Ashworth (Green E493A), Alan Tomlinson (Green E493A) and Steve Rooney now in the black 103E previously owned by Steve McKenna. Steve had done a deal with Dave Rothwell, traded in his 100E Pop and bought the 103E.

Other news

It is my practice to change the engine oil in Freddy when I get home from the last event

Scandinavia

Håkon B. Øverland

Sören Knutsson's 5 cwt van, model 1946 (see pictures) was first registered on 9 January 1947 for the firm AB Speceristernas Varuköp in Linköping. It was sold to a private owner on 6 February 1950.

On 24 September 1958 Lundstedts Bil in Vadstena was registered as the new owner. This firm put the car in a junkyard on 31 October 1959.

The car was probably kept at the junkyard until the beginning of the nineties, when someone started to renovate it. Sören bought the car in 1995 and he had to start the renovation all over again as the job done that far was of extremely poor quality. The bodywork held up to 10 mm of filler and the rest was mostly wrongly done.

He had the van ready for the road in 1999 and it has rolled approximately 3000 km since then.

of the year so that the bearings are sitting in clean oil over the winter. The engine had been knocking a little when under load and when the oil was hot but as it had only done about 12,000 miles I was not expecting anything serious. Until I noticed lots of shiny bits in the oil as it came out of the sump! Poking about in the bottom of the drain pan revealed lots of bits of non-magnetic metal, so at least one of the big ends has broken up. Fortunately I had already decided to build another engine over the winter and had a block and crankshaft ready machined via friends of Dave Rothwell. I'm missing lots of daft bits (fasteners and studs mostly) which Shirley and Stephen Wood are trying to source for me. I have also found some articles from *Sidevalve News* from August and October 1994 which are most useful. I'll let you know how I get on!

Bernard Ellicott missed the last events this year because he was concerned that his four speed gearbox conversion was causing his 100E to shake and judder. The drive also seemed to be affected. After much investigation it turned out that the carburettor was causing all the problems ... Bernard took quite a bit of stick at the October meeting when he 'fessed up'!

Our November meeting attracted 11 members including (relatively!) new boys Julian Ashworth and Terry Mortiboy. Steve McKenna has bought a concours winning 103E with lots of tuning bits fitted. The problem is that it has been trailered everywhere for years and is not running at all well. Let's hope Steve can get it sorted! Finally we are having a Christmas meal at the Bottle and Glass on 14 December. So far we have 22 people booked in so I'm expecting a boisterous do. Here's to a prosperous (and dry!) 2010.



As for the name on the sides of the van, this was a firm Sören owned himself at that time and so it was appropriately applied. As far as I can judge from the pictures, Sören must have done a marvellous job!

Coventry & Warwickshire

Geoff Hammond

Classic Restoration Show 2009, National Agricultural Centre, Stoneleigh, 25th October

The Club attended the annual restoration show once again. This time the stand was staffed by Brian with his 100E Squire and Geoff with the E494A, with support by John, Mark and John Pole along with several members of the Coventry Section.

After going through some trying years after the death of the organiser, the show has regained its momentum and has started to expand once again. The stand was active with many enquiries and one member joining on the day. So, look forward to seeing you next year.



Regional News

Yorkshire

Nigel Hilling

Area News

So, that is it for another year. Many of our cars will be in hibernation by now although a few are taken out for rides during the winter. Time to get down to all those jobs that you've been putting off all summer! At the time of writing I'm still unsure of the date for our December meeting (either the 15th or 22nd) or the venue. If you haven't heard by the time you read this then give me a call.

It has been suggested that it might be a good idea to resurrect Regional Sidevalve Days with perhaps the Yorkshire, Merseyside and East Lancs groups getting together to put on a Northern Sidevalve Day. Let me know if you have any thoughts on a suitable event that might suit all three areas. Tatton Park and Newby Hall are two big events that spring to mind but somewhere near Sheffield might attract a Midlands contingent.

Holmfirth Run

We had a joint meet and road run with the East Lancs group on the 20th September based around Holmfirth. Godfrey Hands from the East Lancs group has submitted a report on the day so I will be brief here. A good selection of cars met up in Holmfirth on a beautiful sunny day and after a browse around town we set off to a local pub for Sunday lunch (photo 1) before taking a scenic route around Holmfirth heading back towards Lancashire. Everyone seemed to enjoy the day and we must do something similar next year.

Edinburgh Trial

I decided to put the standard axle back in Stan for this trial rather than the heavier and stronger E83W axle as the latter takes a lot of power and makes climbing one of the steeper sections, Bamford Clough, nigh on impossible. I climbed Bamford successfully a few times with the standard axle in the late 90s before it became a rougher hill and was within a whisker of clearing it last year again with the standard axle.



Photo 2



Photo 1

The decision came unstuck when after the fourth hill of the trial a horrible rattling noise came from the transmission when in second and third gears, but oddly not in first. We limped to a pub serving breakfasts (hungry work this trialling through the night!) and returned home courtesy of the RAC. The problem turned out to be a broken pinion (photo 2). I'm not sure how we managed to drive about 10 miles with it like that or why it didn't make a noise in first. The van axle is now back in! Photo 3 shows Paul Clay in his Ford Sidevalve-powered Austin Special clearing Bamford Clough.

National Mining Museum

We had a very good turnout on a fairly mixed day weatherwise for this event at Caphouse Colliery near Wakefield at the end of October. A few dodged the showers by taking the underground tour and there were also other parts of the Museum and Cafe to shelter in. Photo 4 shows 11 Sidevalves dominating the turnout.



Photo 3



Photo 4

Regional News

North London

Robin & Jennie Thake

I would like to start my slightly briefer than normal report by congratulating the Club on its fortieth anniversary.

The last show of the year that the group went to was on a beautiful Autumn day at the end of September when we went to the Ramsey Rural Life Museum where we had a very enjoyable day which included a ride on 7 1/4" gauge railway (that made the engine work!).

At the beginning of October we were asked if we had a car for a BBC TV film called *Sex, Drugs and Rock and Chips*, which is a prequel to *Only Fools and Horses*, so we went off to Greenwich in South London for a day's filming. It turned out to be a good day with plenty of food and laughs, and at the end of the day the producer asked me if I would like to do a few background shots walking up and down the street (*he's the one in the flasher mac! - Jen*). Autographs are available on request! The paparazzi were there so the Anglia got its photograph in *The Sun*, but not on page 3 where it would have been if it were a convertible!

On 1st November I went on the annual London to Brighton Veteran car run in a 1903 Darracq. It rained and rained with many of the cars breaking down, including ours, but with a lot of improvising we made it to Brighton in 8 and half hours. When we were working on the car at the side of the road at one time I was holding the plug lead in a pair of insulated pliers: when the engine was turned over I got the biggest shock I have ever had and leapt in the air, and had to retrieve the pliers from the nearby hedge. The most nervous part was when the emergency services turned up (No Names) and the engineer said that the coil was wet (understatement of the year) so he sent his mate to the van to get a hot air blower but he came back with a lit blowtorch - he was persuaded not to use it.

Andy Westwood's 300E is coming along nicely now so next year it should be on the road again.

By the time you read this twenty of our group will have sat down for our Christmas meal so may I take this opportunity to wish everyone a Happy Christmas and a Happy New Year, and to thank all our group members for the support they have given us during the year.

East Lancs

Godfrey Hands

Last of the Sidevalve Wine

On 20th September some members from East Lancs joined with our friends from Yorkshire to enjoy a day together in *Last of the Summer Wine* country. This was the first ever event for the recently formed East Lancs group.

Both branches met up in Holmfirth (where some of the TV series is filmed), then we had a look around the town, followed by a convoy (3 x E494As, 3 x 103Es, 2x 100Es and a 1985 Fiesta - his Sidevalve was off the road) for a short run out into the countryside and a nice communal Sunday lunch at a pub.

Following lunch we continued in convoy through the Yorkshire Pennine countryside,

taking in many of the other 'Summer Wine' landmarks that are all so familiar on the TV such as Howard's cottage, Auntie Wainwright's shop and Wesley's house (sadly the garage is no more). Apart from one minor hold-up (fitting a new condenser to an E494A: thanks Nigel), the whole day went very well. Our thanks go to our friends 'ower t'border' (Yorkshire) for organising such a magnificent outing for us.

The East Lancs group meet on the third Wednesday of the month at the Duke of Buccleugh pub in the centre of Waterfoot (located centrally between Bacup, Burnley, Manchester and Rawtenstall) between about 8.00 pm and 10.00 pm. Contact details on page 2. We would love to see more members there, so just come along if you feel like it. In the summer months, some members bring their cars and the pictures below show some of them.



Regional News

Kent

Trish Greenaway

Where has this year gone? It only seems a matter of months since we set out on our quest to start up a Kent group but it is actually almost a whole year. Never mind, we have enjoyed every minute of it. Before you know it Easter will be here and we will all be out and about once again. So let's all hope for another summer like the one we've just had.

You may remember in the last issue we put out a message that we had a member on the lookout for a concours condition 103E Pop. He thought that he had found one on eBay but unfortunately his bid fell a couple of hundred pounds short of the highest bid, so the search goes on. So, if anybody knows of such a vehicle, please get in touch and I will pass on your details.

Talking of members, we are very pleased to welcome John King to our group. He brings along with him a very nice white 100E Pop deluxe complete with matching sun visor / white wall tyres.

Don't forget, we will be meeting up after Christmas at the Cock Horse Inn, Detling on the third Wednesday of the month, so please come along and join in and find out what's going on in Kent during 2010.

That's about it for this month, which just leaves us to wish you all a very Happy Christmas and a Happy New Year from all members of the Kent group.

Gloucester, Hereford & Worcester

Len Shorthouse

In conjunction with Brian I have put together the region's report for this month. Some of our members have only been out infrequently, one can say, but we have covered a variety of events.

Brian and I attended the Leukemia Research Vintage Rally, Tredegar Park Newport. A good day *but* it was noticeable that there were fewer auto jumble stalls. This trend at our local shows has been obvious over the past few years

Brian also attended three shows with his 1952 Prefect under the banner of Police Vehicle Enthusiast Club and they won the best club award at the Broughton Show in Solihull.

I have been out with my 103E Popular at various local events and met up with Ivor Bryant and wife at the GWR Steam and Vintage gala Cheltenham. I have also made monthly runs out with 'how to get there' instructions with the Forest of Dean Historic Car Club. Amazing how easy it is to get lost and keep happy with your wife passenger.

Last year I visited Doha, Qatar and took up an invitation to visit Sheikh Faisal Al Thani's purpose-built museum which includes a large number of classic cars including Fords. On my recent visit I found out that the Sheik was renovating his museum so I was unable to make a return visit. I had intended to update my previous findings and write an article for

the magazine. So I will just attach a photo of the museum and as I am going back will write the article early next year.

Jon Simpson with his 45 E04C 5cwt van and Derek Powell with his 55 E83W 10 cwt van had a great day out at the Trevithick Steam Rally, Bridgenorth. Derek also attended the Six Ash village show which for a village had a huge variety of vehicles.

Tony Mather's 1946 EO4A Anglia is currently garaged with a split oil pipe. This has not been a good year for Tony and his car.

John Pole has had a busy year with moving home but has declared he will be out and about for the 2010 season. It will be nice to see John back.

We all hope to get out, whilst infrequently, during this coming quiet period with a promise at least to let our cars see the daylight on New Year's Day

We would send seasonal greetings to all members of FSOC and to the continued success of this magazine.



Regional Report

John Duckenfield

This year's Annual Regional Contacts meeting was held at the beginning of October in Abingdon.

Pictured outside the Club Stores are (from left to right): Brian Cranswick (Cams, Lincs and Norfolk); Stephen Wood (Spares Secretary 8hp and 10hp Models); Stan Bilous (London South East); Ivor Bryant (Bristol and South West); Robin Thake (London North); Godfrey Hands (East Lancs); Danny Moody (Northamptonshire); Robert Marshall (Nottinghamshire); Richard and Trish Greenaway (Kent); John Porter (FSOC Chairman); David and Jean Pickett (Sussex); Ken Bare and Angela Hume (Surrey); Shirley Wood (FSOC General Secretary and Spares Secretary, 8hp and 10hp Models); and Jennie Thake (FSOC Membership Secretary).

From us all, have a Very Merry Christmas and a Happy Sidevalving New Year!



Pre-War Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

A good year for the Pre-war Register which was expanded by many more vehicles. The majority of new vehicles are surprisingly Model Ys and Cs with 7Ys, with the post '37 models not far behind, although the 7W and Prefects are still filtering through. The Internet has certainly played its part. I am receiving all sorts of correspondence here and from many parts of the world. Thanks also for the many letters re service given and, with one company, the three bottles of vintage wine.

We are now getting some weird, wonderful, interesting and rare vehicles that the register has been aware of for many years. With their more enthusiastic new owners these vehicles are finally receiving the restorative attention they deserve. Stan Bilous in the last issue has reminded me of my lack of attention to my own vehicles, Model C van and Special although the 103E is fine. I will try to remedy the situation by next year. I did have a bone-shaking trip in his Ford-powered Morgan in September and was inspired by the 'exuberance of its velocity' and the encumbrance of Stan's seemingly 10 foot legs.

As this is the last magazine for the year, thanks for all your assistance, letters, email, telephone calls and content. I will continue to badger you to provide information on your vehicles. To give you some idea where these important areas are: for RHD models, UK and export, the chassis number for the majority of our pre-war vehicles is normally found hand-stamped on the chassis top side member, seen next or towards the steering box. Some vehicles carry the chassis number opposite the starter motor and, regrettably, for an increasing few there is no number is shown at all.

The Briggs number, a combination of two numbers, sometimes with a letter stamped onto a brass tag is screwed on. On very early short rad Model Ys it is identified on the bulkhead below the battery box. On other Model Ys the brass tag is screwed to the metal cross-member in front of the passenger seat. On Y vans, the brass tag is seen on the nearside of the step up to the loading platform. On Y Tugs, the plate is shown on the leading edge of the nearside door pillar. On Model C and CX and some 7Y and 7W vehicles, the tag is on the nearside of the toolbox, except for early Model Cs where it was attached on the metal cross-member in front of the passenger seat. On other 7Ys, 7Ws, E93A, E04A and post-war vehicles the tag is usually found on the top part of the bulkhead, roughly around the attachment area to the bonnet bar. A Y prefix denotes an 8 hp engine and a C, a 10 hp unit. Happy investigating!

For this season, have a Happy Christmas / New Year, get legless but don't drive, and I look

forward to your mountains of correspondence in the New Year.

International correspondence

I received an unusual message for urgent assistance from Bernhard Wirl in Großheubach in Northern Bavaria, Germany, the proud owner of a 1937 Ford Junior Model CX, 4-seater LHD open Tourer (photo 1). The Tourer originally had been purchased for the Danish air raid defences but had never come into use for this type of operation. Found in the 50s in a Danish barn, it was 'restored' and is now in exactly this same 'restored' condition. The original mileage is about 35,000 kilometres but it has never been officially registered, the pre-owners having driven the car with a 'red number' (German short period tag).



Photo 1

Turning to the Internet Bernard found the link to the FSOC club and contacted me. With no proper documentation for the car to be on the road, the Tourer needed to pass the German TÜV (vehicle inspection). The Registration authority's strict requirements necessitated a comprehensive 'Datenblatt' (data sheet) of an official character (i.e. from an official Club) to register the car properly denoting top speed, engine horsepower, speeds through the gears, weight, gross weight, length, width, horsepower, engine capacity, explanation of difference in taxation etc, etc.

Certain evidence was available from the photos requested with one of the badges in the engine bay detailing the weight. In photo 2 you see the word 'Vaegt' and then the number '700'. 'Vaegt' is Danish for 'weight'. This badge was necessary when the vehicle was assembled as the Danish registration authorities demanded such information directly on the car at that time. The vehicle is a UK Dagenham export touring CX model assembled in Copenhagen. A few German models from Cologne were also assembled prior to 1937, but they were fitted with different gauges. The brass tag detail on the side ties in with the Briggs bodywork company code reference for the type of body assembled on the Ford type C chassis. The information on the painted brass tag shows a figure of 462. This is the Model number and this number identifies the vehicle as a CX Tourer (the European name being either Junior De Luxe touring, Sport or Phaeton). The next figure 563 is the actual body number of a total of 1795 Ford Tourers of this body type built from 25th



Photo 2

January 1936 to 1st January 1937. The vehicle body is relatively early and is of an approximate early 1936 date. The badge in photo 3 with the wording Type C is Ford speak (project 20 allocation in alphabetical sequence C). This identifies the chassis as number 39192. This badge would have been fitted at the assembly plant in Denmark, authorised by the authorities.



Photo 3

From Ford records this confirms the vehicle when assembled would have been first registered from the approximate date of March 1936. The approximate weight would have been around 1525 lbs (dry weight without passengers but with tools). The approximate UK weight equivalent in kg is 725 (dry weight). To explain the difference in taxation, in Germany the vehicle taxation for passenger cars with piston engines was based on the displacement. The tax displacement was not identical to the real geometric displacement as the calculation was rounded down to the old StVZO (Strassenverkehrs-Zulassungs-Verordnung – Road Traffic Registration Directive) formula. This gave the capacity of 1157.4c.c. as well as rounding down the stroke of 9.25 cm to 9.2 cm. To add to the confusion, German technical literature can show differing strokes of 92.0, 92.45 or 92.5 mm for the Eifel engine. Interestingly, when the Ford Taunus was launched in 1939 as the successor to the Eifel (with the same engine) it was advertised as being 1172 c.c. capacity!

Dave Barry, Australia, has rejoined us. Dave was a member from the early days with Steve Waldenberg, Chris Drinkwater, Andy Main, myself etc. He now has three Sidevalves, two of them pre-war! His 7Y saloon is a rusty wreck and Dave is looking at the last resort for a decent body. His 7W Tourer is quite the opposite: it was found in a barn in Brisbane and is almost totally rust free (photo 4). It was an abandoned restoration but came with all sorts of new and old stock

Pre-War Register contd

parts, plus mint rechromed bumpers with the dip in the centre. As with many pre-war cars, he can't find a chassis number (it could be on the other side). There are various numbers stamped into the firewall, i.e. D94 R 181 which Dave thinks could denote Roadster No.181, a Tourer supplied with no back seats! Dave would like to install a motor that ties in with the 1938 build year. The car came with a choice of six engines so hopefully an early engine is identified in the assortment, The body number is 628/569 which ties in with the Briggs body listing that this register is gradually building up with members' help!



Photo 4

Sandeep Das from India is in the process of restoring his car, a Prefect E93A. With other international members of this Club, Sandy is looking for the 10 badges for the sides of the car to finalise his vehicle. Based on the high chassis number, the Tourer is quite late, built in 1940 in the war years (photo 5).



Photo 5

New members

Welcome to Tim Young (East Sussex) and Bruce Allan (Lancs), 7Y and Model Y respectively. Tim's vehicle was purchased in Ludlow and has had 10 previous owners. Bruce has owned his Model Y for some 22 years, having purchased it in 1987 after seeing it advertised at the Brighton Classic Car show. Partly restored, it needed finishing. Another member is Ian Finlayson of Ross-shire with details of his car, a 7Y in the pipeline. Finally Colin Platt has recently purchased a 7Y that now lies in Lee on the Solent near Portsmouth (photo 6). The standard spec car is unrestored with no rust or welding to be done. The old bill of sale quotes J T Friskney Motors on the 9th June for the sum of £120 and the dealer's sticker is on the dash, Colin intends to join the FSOC, attend the local meetings and acquire some parts prior to a repaint. This car retains the standard dashboard and note the wiper position.



Photo 6

Membership news

Keith Dewhurst has recently purchased a Prefect drophead coupe (photo 7). The vehicle has little history except that it was found in a barn by the previous owner. It is on the register and is one of some five known to exist in the UK. Others are abroad. Keith would very much like to restore the car back to its original specification but cannot be sure what this should be as it is quite different to the coupes we are aware of. It had the centre console dash, no glovebox and instruments in front of driver. It has trafficators where they should be but the switch to operate them is not evident. The engine is not the original but is of the experimental core plug casting type and hopefully should be able to run.

The car carries a bench seat with the possibility of an export model, so the spec could more than likely be correct. Naturally everything is dependent on meticulous dismantling to yield the information we require. So, at present there is a need to keep an open mind with no dashing to conclusions and at some time we should be able to properly establish its authenticity.



Photo 7

Model C anniversary, the final chapter

The Model C and CX has now been around for well over 75 years. A long time for us to get to know the vehicles, yet the general opinion today is that few changes were made and that apart from the external difference of the radiator chrome strips and similar strips along the crosshatched louvres on either side of the bonnet, the vehicles are the same. Worse still are the mistakes still being made about the engine. The existing casting block for the Model Y engine had achieved its zenith and could go no further. The Model C with its wider engine block proved the way forward

for the next generation 8hp engines for the remainder of the Model Y's years, with the 10 engine in the Model C only proving to be the most powerful standard engine in the small Ford range, rated higher than the post-war 1953-59 1172 unit and continuing to develop into one of the most outstanding small engines ever made.

When the C was introduced, customer feedback identified certain complaints: the lack of adequate cushioning in both the front and rear seats, the difficulty for some in entering the rear seats, the lack of a sun visor, the positioning of the mirrored clock in front of the driver's head, particularly vulnerable to a lady's or gentleman's hat and the awkwardness of the use of the novel directional indicator switch mounted on the gear stick. By early 1935, cosmetic changes had been made to the front seats by increasing the cushioning of each slightly forward and similarly increasing the cushioning to the rear seat, higher at the front and further forward at the back support. By taking a wedge from the lower back of the front seats, slightly better access to the rear seats could be demonstrated. The clock by now had been moved to the top centre of the windscreen, where it was more useful in seeing the traffic behind and the more suitable sunvisor was now installed in the previous clock position in front of the driver. Better still, the gear lever was now slightly kinked forward at the point where it attached to the direction indicator, making gear changes easier on the hand.

On introduction of the CX in October 1935, the two piece instrument panel continued to be used with an insert for the ammeter, Cooper Wallace Speedometer and a fuel gauge. Within a few months the one piece instrument panel had been introduced, although in retrospect the earlier model could at least boast thinner more elegant chrome strips and windshield control than the somewhat clumsier looking CX embellishments that continued with metal door trims with hand grip.

Trimwise, the Model C's outlined winged patterned trim and elasticated door pocket was less decorative but more practical than the CX stitched pattern. The newer car also lost the enscripted hub caps for the road wheels, and by mid '36 the directional indicator switch on the gearstick and with it the slight kink at the end of the gearstick (now straight and with a round ball). Directional indicating was now much simpler and more conventional via the steering wheel. Extra refinement of the cushioning meant that it was lengthened by an inch widthwise, now 18' for the front seat squabs, and with the rear seat pushed further back into the rear boot area and side trims, the rear squab could now accommodate a similar increase with much more legroom for the rear passengers. A new cylinder head was provided on all CX vehicles by January 1936. This effectively detuned the engine down to 6.06 to 1, although Ford had to play around with the next model – the 7W – to get the spec right for the Prefect E93A and subsequent models.

E83W Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

For the year what can I say? I have run out of superlatives both for the membership and the register. However I can thank you all, especially those who have written in and contributed. Many of the restorations both here and abroad have been quite outstanding and I was not surprised to hear that an E83W had won at Gaydon (see last issue). To keep up the momentum, I would ask for any comments on the register, on what you would like to see in these pages and to see how we are doing? Also if your vehicle has not been mentioned in these pages, please drop me a line or email. Please do advise me of your vehicle details especially chassis, the obscure Briggs number and Ford contract number sometimes found on the bulkhead. Steering boxes appear to be an issue. I did have a member phone through whose steering is totally shot but who failed to give me further details to advertise his situation in this issue. The Club does have some new internal parts (steering nuts) but this may not solve the problem. If this is a major issue with E83Ws then I would like members to write in. Again, well done: we are getting some unusual vehicles that I will respond to in the coming year so for the time being may I wish you all a Merry Christmas and a Happy New Year, and I look forward to your news, views, restoration and sightings in 2010.

New members

A welcome to Andrew Neal and Nigel Shaw. Nigel owns a rare beast, a pantechnicon furniture van. Nigel mentioned that the vehicle was found in a warehouse, initially opened in June 1986. Some 20 years after it was incarcerated, I am told that it took six men and 2 trolley jacks to pull Yorkie out into the light of day. It was then stored in the open in a scrapyard until May 1988. Previous owners were Ken Devine and Kidds Sevcies of Bridlington. The overall colour is now blue whereas previously it was in red. In 2000 Yorkie was acquired by Nigel's wife as a birthday present for Nigel. This must be a first as usually restoring an old car can end up in divorce?

For Andrew, a friend from his military vehicle club provided the initiative to purchase his 1945 E83W van. The van has a window in the side and although in a dismantled state it may be similar to the one depicted in the Vancouver Museum. Full restoration has started as can be seen in the photos although some parts are missing. The vehicle is to be restored as a Royal Navy runabout (photos 1/2).



Photo 1



Photo 2

Wanted E83W

Steve Fisk is looking to purchase an E83W pick-up to keep his 1937 model Y company. If one is for sale Steve would be very grateful if vendors would be kind enough to email the details: afisk51171@aol.com.

DVLA applications

Congratulations to Bruce Parker (steel truck) and Mike Smith (van) having received permission from Swansea to retain their original registrations. The Club can assist on original registrations providing one has the original documentation of log book, pre-1983 MOT or pre-1983 tax disc. Do not send any original documents to the Club. Authentication of original documents should be made via the local licensing office. A copy with the authority's stamp should then be issued with any application. On DVLA issues where there are no documents, if you can identify the previous owner when they owned the vehicle prior to 1983, DVLA may consider the use of the original number.

International Correspondence

From Jan Erik: This is my first contact with you. I have been a member for a year or so and my van has been seen in one earlier issue together with a presentation. I have been in contact with Håkon Øverland in Norway and earlier sent him pictures of my old friend's father's E83W when the car was used for a fishing trip on lake Vänern in the middle of Sweden. He asked me if the photos could be used in the club magazine and having contacted the owner, the girl in the pictures, I gained her permission to use the pictures.

The pictures were taken between 1955 and 1958 and I have assumed the vehicle is a Fordson. The fisherman is my old friend's father, Carl Birger Birgander who was a merchant dealing with furs and hats. He had a famous fur-shop in Karlstad north of the big lake Vänern. He also owned a Cadillac 1949 model with fastback body. As the profit of the fur shop declined, only the Fordson was used in late 1959. The vehicle passed our house every day in the years 1959-1962 and I remember it was in a rather dilapidated state during this final year when the family moved from the area. I assumed from the condition of the vehicle it went to a scrap yard.

The van was bright yellow with black signwriting. As can be seen the signwriting is sort of minimalistic in comparison to the UK. This type of signwriting was quite common in Sweden at that time. The writing, freely translated, says, 'Nordic Fur & Hat-trade Store Ltd'.



Photo 3

Mr Birgander's dress code was interesting. No one went fishing dressed like that and Miss Birgander's attire was more up to date for the purpose. The name of the dog was Glenda. Mr Birgander is seen sitting on an ice-vehicle called 'spark' - 'kick' in English. He must have stored the kick inside the van just to have something to sit on or to use as a transport out on the lake if the ice seemed too thin for the car. If ice is more than 10" thick it is safe for an ordinary car to drive on.



Photo 4

I have plans for my own van and as I have a lot of pictures and stories about Swedish E83Ws, I hope to identify these in the magazine.

Comment from registrar: Jan Erik was the only feedback on spares. His personal hit-list at present is a 3-way semaphore switch, interior lamp (the plastic part) and a roof stiffening rod. Jan is a Design Engineer and daily uses the Sold-Works 3-D computer program. He

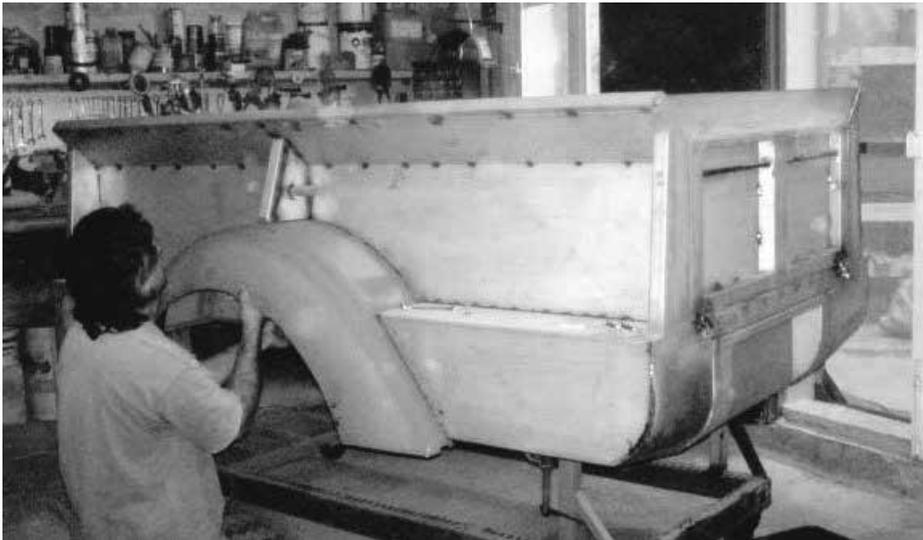


Photo 5

informs me that by 'reverse engineering' one can scan or measure up a part of any kind and produce a drawing for production. The tricky thing is to have a factory to produce the part in the similar way as the original. On the Swedish version of eBay Jan identified an E83W chassis. The last bid was 1000 Swedish Krona which is about 85 Euro. Thanks, Jan: let's have more on the Swedish E83Ws.

Maltese Members

Joseph Mario Portelli from Sannat, Gozo in Malta has been a member of the FSOc for about four years. His interest in making and mending things mechanical goes back to when he was a teenager! You are in good company, Jo, as many of us started this way when in our teens. Jo purchased his Ford E83W requiring major restoration in 2003 from Effie Pisani from Hal Axiaq, Malta. As soon as the vehicle was in his own garage, restoration began in earnest. Initially things didn't look too bright as the engine was seized but Jo worked extremely diligently to make it not just presentable but as original as possible.



Photo 6

The pick-up needed sandblasting, repairing and painting, and many parts were missing. Jo did all the work himself and the whole job took six years. Effie was very helpful in finding parts and today Jo is now enjoying driving his Ford E83W steel pick-up on the road at the concessionary price for historic vehicles (photos 5/6). See Letters and Emails for more pictures, in colour.

E83Ws during the war

Andy Neal dropped me a line on his pre-war van. The van is in bits and was undergoing restoration when it came into his ownership. The nearside rear top panel has been cut for a single window about two feet long. He has assumed this was done post-war for some reason as the cut is obviously not factory-made.

Andy is hoping to convert the van into what was known as a Dockyard Runabout which essentially was a vehicle for all sort of trips for the Navy, inside and out of the docks. The whole vehicle at present is covered in thick black paint from the last restorer. It has two

seats, a complete seat that tips (although not correctly) and a seat with just a seat pad and a back pad. Both are covered in some green leather cloth that Andy intends to change to dark brown leather. No pictures at present but hopefully we should have some for next year.

We have few archive details on the wartime E83Ws. Andy is wanting help with further detail on the Royal Navy/ Services vehicles and any help on this era would be of assistance also to me.

Builders' trucks

We have an excellent array of these hardworking vehicles, but as with the post-war Uprights, outsiders may similarly make the assumption that E83W builders' trucks look very much alike? This is far from the truth when you see two or more together. They do come in roughly the same size but with all forms of embellishments, colours and signwriting it is not surprising they win competitions. Slower they may be against the other sidevalve Fords but by hell they could carry literally anything from grandma's vintage cast iron stove to uncle Billy's 10 cwt of coal.

We have literally a 45/45 split with builders' trucks and vans vying for top position. From the archives I submit two candidates, a sports ground truck and a timber truck (photos 7/8). Note the small headlamps, unbeaded wings and lack of embellishments to the sides of the bonnet, but with the push-down windows. Both appear to be very clean for the publicity photo and maybe both were quite new. One can just read the timber truck's registration - LPJ 850. Unlike the vans that carried semaphore, trucks had to have an open window for hand signals.



Photos 7, 8

Anglia, Prefect & Pop Register

Andy Main

This year has to my mind flown by but in reality it has had the same number of days to the week etc. I have already received two rally entry forms for next year, and it is only October, and just over a month ago I attended my last one of 2009.

Sixty editions ago in *Sidevalve News*, December 1999, I began with the word 'change' and commented about a few motoring related items. One thing that has not changed is the enthusiasm for our Sidevalves and how often at rallies complete strangers come up to us and talk about their first Sidevalve, or one owned by a relative, and always remember the registration from decades ago. We are as individuals part of the wider heritage transport movement and it has been a good year for many of the preserved railways with increases in visitor numbers and revenue. With many of these railways holding vintage rallies, hopefully they will continue with good attendances.

The other evening I was watching a video (another endangered species) on the London Trolleybus, filmed mostly in colour, and nearly every filming location featured a Ford Sidevalve, be it a car or van or both: pure nostalgia.

Big Brother Meets Little Brother

Two commercials can often be seen at the Bluebell Railway in East Sussex. Photographed at the August Vintage Transport Weekend, Horsted Keynes, are a Bluebell-owned 1955 E83W 10 cwt van in British Railways livery and 1950 E494C 5 cwt van in Fordson Farm Services livery (photo 1).



Photo 1

Dover Transport Museum

Situated at Whitfield, three miles outside Dover, Kent and now at their fourth location in the last twenty years the museum displays three Sidevalves: a Model Y, 103E Popular and a Hibberd Planet locomotive. Until mid-2009 a fourth was displayed, a Morgan, but this has returned to its owner in Dover. The vintage



Photo 2

garage display features a 1957 103E Popular (photo 2) which is described as a 1954 model and includes interesting facts from that year.

The Popular was first licenced in Essex. Unless the body colour is black (that word again) a paint code plate is attached above the Ford Product plate. No plate was attached and no holes were found. The colour appeared to be turquoise and with the assistance of a museum volunteer that turned out to be an ex-club member who sold his 100E when he got married, we could not find any trace of another colour. It is either original or had a back to bare metal respray. The garage mechanic was having a hard time locating all the grease nipples as he was still under the Popular when I left!

From the Isle of Man

Andrew Craig from Bridport, Dorset, purchased his 103E Popular on 27th September 2005 (photo 3). This Norwich blue Popular was built at Doncaster and shipped to the Isle of Man where it was first licenced on 29th April 1959 with registration YMN 941. It now has a new registration. It was purchased new by a

farmer and sold after three years to a relative from whom Andrew purchased it. It was resprayed over twenty years ago to its original colour. On leaving the Isle of Man the mileage was 48,295.



Photo 3

Low mileage Anglia

Geoff Hammond from Coventry, Warwickshire purchased his Ludlow Green 23,000 low mileage E494A Anglia on 30th August 2003 (photo 4). It was first licenced on 2nd January 1953 as OTT 386 by Devon County Council and purchased with an age related registration from Merionethshire, Wales. Accessories fitted are an anti roll bar, Panhard rod and heater, and when not driving the Anglia Geoff attends rallies in his Shirley. Geoff served on the Club committee for a number of years as RAC Liaison, Publicity before stepping down to become the Regional Contact for Coventry and Midlands.



Photo 4

Register 25 Years Ago – Sidevalve News December 1984

A feature on an E493A Prefect that had been converted to a two door with a rear flatbed: what happened to LGC 209? Pre-war open-top sidevalve motoring with photographs, the Registrar owning one of the ones featured (no, not me.) Remanufactured spares under investigation were Popular/Prefect script badges, Popular/Anglia petrol tank grommets, Prefect radiator mufflers, exhaust systems and 103E rear lights. I was also looking at 100E remanufacture too and had just rescued a 1949 E493A Prefect Woody from a barn in Exeter.

Wishing all Club members a very Happy Christmas and good New Year, and here's to the next decade.

Specials Register

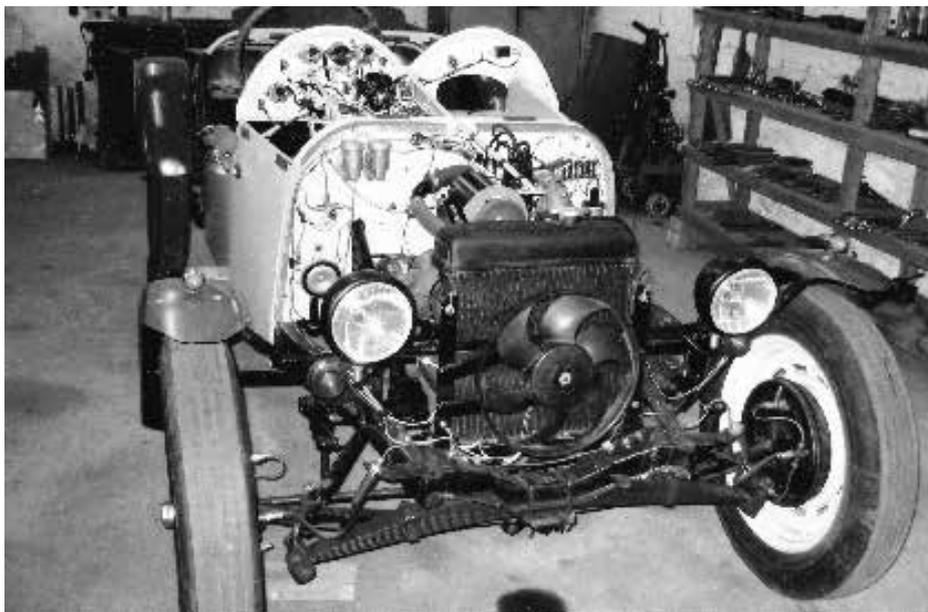
Rob Daniels

Two new members this month: Roger Steel, who has a lovely little short wheel base Austin Seven special with an E93A engine, Morris Minor brakes and an aluminium cycle winged body; and Richard Young, who has a long history of Austin Sevens and was a member of the 750 MC through most of the 1950s (and still is) when its membership boasted such great names as Colin Chapman, Derek Buckler, Les Ballamy, Jem Marsh, the Broadleys and Arthur Mallock to name just a few. Of course it was the 750 MC who hosted the famous 1172 formula and whose 50th anniversary was celebrated in great style a few years ago with a two day celebration at Silverstone. Richard has now joined the FSOC with an 1172 Special that he has built just as they were built in the 50s. Here is his letter:

Dear Mr Daniels,

I have recently become a member of the FSOC and received my first magazine recently.

Enclosed are a couple of photos of an 1172 special which I built between Jan 03 and Jan 06 which may be of interest.



My very first car was a 1928 A7-based Cambridge special which I owned while doing National Service in the RAF in 1954-6. Later, during the following 20 years three more A7 specials were built, the final one being fitted with a Standard 10 engine and gearbox which proved to be very satisfactory.

I have been a member of the 750 MC since 1954, and of course it is the 750 Club which was home to so many people who went on to become important builders and designers of sports and racing cars and whose influence is still being felt today, so I had the pleasure of seeing many of these

cars racing in the Club's F1172 during the 50s and sixties, and indeed there are several still competing at the present time.

It seemed a good idea to build an 1172 based car purely for road use and to revive memories of the sheer enjoyment that this type of car can give. It began in Feb 02 with the purchase of a special which someone had possibly started in the sixties and which had remained half-built ever since. The completely standard Ford 10 chassis had been fitted with an AKS fibreglass shell and the running gear was overhauled but the braking system was incomplete with the front brakes converted to hydraulics. What interested me most was the genuine LMB front axle conversion which had been fitted along with a LMB high ratio diff unit and a panhard rod at the rear. This seemed to be the ideal basis to start with and was purchased from Terry Brown, a motor engineer at Cartenden.

In April 02 a fully reconditioned E93A engine was obtained from Charles Armstrong-Wilson and a couple of gearboxes were donated by local 750 members so the basics were in place. The bodyshell was advertised and sold within

a week for an unexpected £60. The photos show the general layout. The chassis was shortened by 9" and boxed and stiffened and the engine set back 6". I was aiming to build a car that could have been designed in the fifties or sixties and no features dating from later than this have been incorporated excepting for an electronic rev counter and the halogen headlights.

Living in central Norfolk we are fortunate to have literally dozens of small companies involved in motor engineering and the design and construction of sports and racing cars, with Snetterton circuit just 15 minutes away, so plenty of help was easily



available regarding every aspect of the build as it progressed. To give just one small example – a dozen or so Dzus fasteners were needed to secure the tonneau. A single enquiry told me that they were stocked just three miles away by a company specializing in the repair and rebuilds of vintage cars operating out of a converted farm building. All the people who were approached for this type of help proved to be a delight to deal with and very many interesting characters were met.

When completed the all-up weight complete with fuel, jack, toolkit etc. proved to be 10.8 cwt or 550kg. The engine is so far in completely standard form but the possibilities of increasing the power are being thought about for the future.

Do hope this may be of some interest.

It certainly is, Richard, and I hope you can bring the car to the Historic Specials Day next August.

Some of my pictures from this year's Specials Day didn't appear in the last mag for space reasons, but have no fear, you can get to see them. They are posted on my page on Facebook, so search for me and add me as a friend to access them.

USA Specials Forum

As soon as I had sent in my copy for the October edition Geoff Hacker of the Forgotten Fibreglass Forum changed the format from an email discussion group to a web-based forum which is much more user friendly. The new address is <http://forgottenfiberglass.proboards.com/index.cgi> There is a section for British cars, but even so, the American stuff is just amazing and well worth a read from time to time. Here are a few pictures from the Site.

Continued on page 23



Please keep this list safely as the Spares Lists will possibly not appear in all issues.

Note that all prices for FSOC regalia and spares include postage and packing for the UK only.

Minimum order £10.

Regalia List

Books	
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.05
Reprint Parts Manual for 100E and 300E.....	£20.10
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£7.75
The John Howe Book of Cartoons.....	£5.99
Ford Motor Cars, 1945- 64.....	£8.75
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95
Stickers	
Running In Instruction Sticker (Upright).....	£0.92
Running In Instruction Sticker (100E).....	£0.92
Window Sticker-FSOC design.....	£0.85
Silver Jubilee Window Sticker.....	£0.65
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.65
FSOC 40th Anniversary Sticker.....	£0.90
Magazines	
Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.99
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, October	
Leaflets	
Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49).....	£1.75
Models	
Ceramic Cream Model of 103E Popular.....	£5.30
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99
Badges	
Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.45
FSOC Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25
Clothing	
Please state size, design, colour and second choice of colour for all items of clothing.	
FSOC black and red quartered rugby shirt embroidered in script SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.75
<i>Racing Green in SM/Med</i>	
<i>Burgundy XXL, and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	
T-Shirts	
Model designs.....	£9.25
<i>E83W picture printed on front in Red or Black XL; 100E Design White XL; Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£8.50
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED, Royal or Black MED</i>	
Other Regalia	
DVD of Ford Archive material.....	£5.95
Licence Disc Holder.....	£0.85
Blue FSOC Mug.....	£4.50
FSOC 40th Anniversary Beer Glass.....	£19.95
FSOC 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E and 107E Spares List

Front Brakes		
100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£23.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£8.50
100E-2207-B	Dust cover wheel cylinder.....	£0.95
Rear Brakes		
100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2119-B	Compensator (hand brake cable).....	£5.20
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57) Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50
Steering and Front Suspension		
E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00

Please note that all our prices include postage and packing! (for UK members only)

105E-1190	Hub seal 1"	£7.00	100E-8501	Water pump, 100E only (exchange £10 surcharge *)	£55.00
Y-1202	Hub bearing inner 0.983"	£29.95	100E-8507	Water pump gasket.....	£3.00
E-20-LB-1	Stud and bush.....	£15.00	116E-8575	Thermostat	£5.50
100E-3063	Bushes per set (track control arm / cross member)	£7.00	EOTA-8620-C	Fan belt, 100E only.....	£6.00
100E-3073	Track control arm repair kit.....	£16.00	Fuel System		
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£27.50	100E-9276	Fuel pump with spacer (no primer).....	£43.50
100E-3289/90-B	Pair track rod ends	£22.00	100E-9288	Petrol filler grommet.....	£12.50
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00	100E-9437	Gasket (fuel tank sender).....	£1.00
100E-3591B	Steering box oil seal (early and late models)	£7.25	100E-9627-A	Flexible fuel pipe	£14.50
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063	£25.00	100E-9959	Hot spot gasket	£1.95
				Rubber (air cleaner).....	£7.25
				Gasket carburettor float chamber	£1.45
Rear Axle			Ignition System		
100E-1107	Wheel stud	£2.50	Emergency Breakdown Kit (round type distributor only).....		
100E-1175	Rear hub seal, original material	£12.25	Set 100E ignition leads.....		
100E-1175	Rear hub seal, modern neoprene	£7.00	Nut H.T. lead distributor cap (set of 5)		
E493A-4050	Retainer (rear axle shaft grease)	£7.25	Distributor only (rebuilt-exchange £10 surcharge)		
100E-4209	Crown wheel and pinion.....	£80.00	Distributor cap (D type).....		
100E-4235	Half shaft.....	£30.00	Distributor cap (round type)		
100E-4676	Pinion seal, 100E only.....	£7.00	Contact set (D type distributor only).....		
100E-4851	Flange (propshaft)	£18.00	Contact set (round type distributor only)		
100E-5713	Bar rear spring shackle-inner.....	£5.00	Rotor arm		
100E-5719	Bush rear spring shackle (set of 4).....	£7.25	Condenser (D type distributor only).....		
100E-5781	Rear spring eye bush.....	£6.50	Condenser (round type distributor only)		
100E-5781	Pair rear spring eye bushes	£11.00	Spark plug		
100E-7091	Yoke (propshaft)	£12.00			
100E-18080-A	Shock absorber.....	£40.00			
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00			
Exhaust			Electrical		
100E 5250/5225/ 5255	100E mild steel exhaust system.....	£135.00	EOTA-10001- B		
Engine Parts			105E-10001- B		
100E-6038	Engine mount.....	£30.85	E93A-10043		
	(exchange £10 surcharge*-remove rubber from mount)		105E-10043		
100E-6051-B	Head gasket	£15.00	E274-CQ-1		
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00	100E-10505-B		
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£38.00	E0A-10505-D		
E93A-6256-A	Cam shaft gear	£27.00	105E-11057		
E93A-6270	Timing Chain	£14.95	204E-13007A		
100E-6308	Crankshaft thrust washers (per set) std, + 0.025"	£13.50	100E-13450B		
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00	300E-13450		
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00	E0A-13480		
100E-6521	Gasket valve chamber cover.....	£5.00	E1050-NC-1		
100E-6505	Exhaust valve.....	£7.50	100E-134641-C		
100E-6505	Exhaust valves (per set of 4)	£26.00	50563-S		
100E-6507	Inlet valves (per set of 4).....	£20.00	Badges		
100E-6513	Valve springs (per set)	£15.00	100E-16185 / 9		
100E-6714-B	Oil filter element.....	£5.00	E6AJ-1		
100E-9278	Oil pressure switch	£6.50	100E-16606		
100E-9448	Manifold gasket, 100E only.....	£2.50	E5AJ-1		
E55Z1	Conversion gasket set	£25.00	100E-16606		
E81Z1	Decoke gasket set	£25.00	100E-16606-G		
353000ESA	Core Plug	£2.50	100E -7042514		
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50	100E-16850		
	Small end bushes (set of 4).....	£23.50	Miscellaneous		
Clutch and Gearbox			E40GB1		
EOA-2078E	Flexi hydraulic hose.....	£13.00	100E-17262		
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00	100E-7029744		
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00	100E-7042084-B		
100E-2140	Master cylinder	£72.00	100E-7043504		
E66-Z-1	Master cylinder repair kit	£7.00	EOA-732003-B		
E74-7580-A	Release bearing.....	£10.00	100E-7322610		
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95			
100E-6763B	Oil filler tube.....	£15.00			
100E-7039	U / J repair kit	£9.00			
100E-7052	Front oil seal	£7.00			
100E-7086	Gasket tail shaft housing.....	£1.80			
100E-7111	Counter shaft.....	£10.50			
100E-7114B	Gear and bush assembly	£25.00			
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28			
100E-7223	Gearbox lid gasket	£0.90			
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00			
100E-7657	Rear oil seal	£7.00			
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50			
100E-17286	Ring speedo gear retainer	£1.00			
Cooling System			E258-GD1		
EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80	E72-Z1		
100E-8115	Radiator drain tap (not original).....	£3.50	105E-7550C		
100E-8260A	Early top radiator hose, 100E only	£15.40	105E-7563D		
100E-8260B	Late top radiator hose, 100E only.....	£6.90	107E-8260		
100E-8275	Water inlet tube	£8.20	105E-42A8B		
100E-8286	Bottom radiator hose, 100E only.....	£12.00	105E-4676B		
			107E-8260B		
			105E-8501		
			105E-8620		
			105E-9448		
			107E-9959B		
			105E-12116		
			EOTA-12199-C		
			105E-12300-A		
			105E-10043		
			105E-11057		
			Rear hub oil seal, 107E only		
			Pinion oil seal, 107E only.....		
			Timing chain cover gasket.....		
			105E oil filter.....		
			Clutch slave cylinder, 107E only.....		
			Clutch slave cylinder kit, 107E only		
			Clutch driven plate, 107E only (exchange £10 surcharge *)		
			Clutch pressure plate, 107E only (exchange £10 surcharge *).....		
			Top radiator hose, 107E only.....		
			Bottom radiator hose, 107E only.....		
			Water pump, 107E only		
			Fan belt, 107E only.....		
			Manifold gasket, 107E only.....		
			Float chamber gasket		
			Distributor cap (round type)		
			Contact set (round type distributor only)		
			Condenser (round type distributor only)		
			Brush set		
			Brush set starter motor.....		
			Triangular wing motif.....		
			Prefect boot script.....		
			Prefect bonnet		
			Anglia boot script		
			Anglia bonnet		
			Popular bonnet		
			Popular boot script.....		
			Bonnet 'V' motif.....		
			Deluxe boot script.....		
			Gear lever gaiter		
			Speedo cable		
			Rear side window rubber per side (2 door model).....		
			Rear screen rubber-deluxe only		
			Boot handle rubber escutcheon seal (Anglia / Popular).....		
			Floor grommets-per set of four.....		
			Interior door handle		
107E Specific Items					

Please note that all our prices include postage and packing! (for UK members only)

353000 ES Core plug, 107E only.....£2.50

Spares List for 8 & 10hp Type Models

Rear Axle

Y-1175-A Retainer (Rear wheel grease) assembly.....£7.00
 B-1175 Rear Wheel Retainer (fits E83W).....£6.95
 48-1190-A Retainer (front wheel grease) assembly£5.75
 7W-1225-B Rear Hub Bearing including race
 (fits all models except Models Y,C and E83W).....£76.00
 Rear Hub Bearing including outer race
 (fits E83W only).....£66.00
 68-1225-A and 68-1236-A Rear Wheel Bearing Kit (fits all models except E83W).....£160.00

Braking System

YE-2019A }
 CE-2019B } Brake Shoes (set of 4-all models-
 7W-2019 } exchange £10 surcharge).....£49.50
 Y-2035 Spring (brake retracting).....£5.50
 Y-2035 Spring (brake retracting) (set of four) Model Y.....£20.00
 7W-2035 Spring (brake retracting) not E83W.....£4.95
 7W-2035 Spring (brake retracting) (set of four) not E83W.....£18.50
 E83W-2035 Spring (brake retracting) E83W only.....£5.80
 E83W-2035 Spring (brake retracting) (set of four) E83W only.....£21.00
 Y-2036 Spring (brake retracting) short.....£5.00
 7W-2116 Front Brake Dust Covers
 (pair, fits all models except Models Y and C).....£7.95
 7W-2205 Rear Brake Dust Covers
 (pair, fits all models except Models Y, C and E83W).....£10.10
 E93A-2248 Rear axle brake plate securing bolts, long (each).....£5.50
 7W-2249 Rear axle brake plate securing bolts, short (each).....£5.50
 Y-2454 Brake Pedal (exchange-remove rubber from old pedal
 and send with order).....£13.75
 Brake pedal return spring.....£5.75
 E83W-2498A/B Rear Brake Cables (Pair E83W).....£69.95
 E83W-2580/1B Front Brake Cables (Pair E83W).....£22.50
 7W-2580/1/4/5 Set of Brake Cables (not E83W).....£60.95
 YE-2793 Spring (handbrake lever pawl).....£0.80
 7W-2853C Hand Brake Cable
 (fits all models except Models Y, C and E83W).....£24.95
 Hand Brake Cable Clevis Pin.....£2.00
 E83W-2853B Hand Brake Cable (fits E83W).....£27.20
 119276-ES2 1/4" Thackray washer brake expander lockwasher
 (except E83W).....£0.06

Steering and Suspension

CE-3030B Bolt (front axle to radius rod, not Model Y & E83W).....£38.00
 E83W-3032 Bolt (front axle to radius rod E83W).....£16.50
 E93A-3290 Track Rod Ends (pair) all saloons and 5cwt vans.....£65.00
 Track Rod Ends (pair) E83W.....£60.00
 YE-3304C Draglink (Y model).....£72.75
 E493A-3304 Draglink
 (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....£67.50
 Trackrod End Dust Cover (each, fits all models).....£1.85
 YE-33111 King Pin Set, complete (Model Y).....£70.00
 CE-33111 King Pin Set, complete (Model C).....£70.00
 7W-33111 King Pin Set, complete
 (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....£53.50
 E83W-33111 King Pin Set, complete (E83W).....£59.00
 7W-3590-A Arm(steering gear) fits models 1937 to 1949.....£20.00
 Y-3446 Front axle A-frame Bush (fits all models).....£5.30
 YE-3616B Horn Button and Nut (Y model).....£5.75
 E93A-4020 Shackles Bush (metalastic type)
 saloons and 5cwt vans 1946 onwards.....£7.60
 E493A 4050 Retainer (rear axle shaft grease).....£7.25
 Y-4217 Bolt (diff gear case).....£3.25
 18-4217 Bolt (diff gear case).....£4.00
 E93A-4607 Pin (Drive Shaft).....£2.05
 Y-4615-B Bearing (drive pinion) assembly Model Y.....£15.00
 Y-4636 Lock Washer (pinion bearing nut)
 all models except E83W.....£2.49
 Y-4637 Thrust Washer (pinion bearing)
 all models except E83W.....£1.95
 E93A-18055A Front Shock Absorber Link to fit E493A, E494A & 103E.....£20.00
 E93A-18055B Rear Shock Absorber Link to fit E493A, E494A & 103E.....£20.00
 E83W-18055B Front Shock Absorber Link to fit E83W.....£25.00
 6E-18055B Rear Shock Absorber Link to fit E83W.....£25.00
 Shock absorber (specify which one required).....£85.00
 Front wheel bearings (wheel), specify model.....£56.00
 Front wheel bearings (per axle set), specify model.....£110.00
 Suspension Buffer (fits all models except Model Y).....£15.95

Exhaust Systems

E93A-5255-C Model Y stainless steel exhaust system.....£110.00
 5 cwt stainless steel exhaust system.....£105.00
 E83W stainless steel exhaust system.....£99.50

E93A-5230/Prefect and 7W stainless steel
 exhaust system.....£150.00

E93A-5230 /
 E04A-5255-B Anglia, 103E and 7Y mild steel exhaust system.....£165.00

Engine Parts

E493A-18666-A Pipe (cleaner outlet) assembly and
 E493A-18666-B Pipe (cleaner inlet) assembly.....£45.20
 E93A-18670 } Oil Filter Unions (pair) (fits all engines).....£12.95
 E98T-18672 } Oil filter.....£35.00
 Y-6038 Front Engine Mounting
 (exchange and send with order-remove rubber
 from mount).....£8.75
 Front Engine Mounting bolt.....£0.95
 E93A-6250A Camshaft (Chain Driven).....£59.75
 E93A-6258 Retainer (camshaft sprocket) chain driven camshaft.....£3.07
 E93A-6270 Timing Chain.....£14.95
 YE-6280A Washer (camshaft thrust) all engines from
 1936 onwards.....£3.50
 CE-6310 Crankshaft Oil Slinger.....£1.85
 E93A-6310 Crankshaft Oil Slinger.....£1.90
 E93A-6319 Starting Dog (fits all engines).....£9.95
 Y-6384 Starter Ring Gear (fits all engines).....£46.95
 E93A-6510B Valve guide (per split guide).....£23.00
 Valve guide (per set).....£169.50
 CE-6505A/B Short Length Valve (exhaust and inlet available).....£7.00
 E93A-6505F Long Exhaust Valve (Can also be used as inlet).....£14.75
 Y-6513 Valve Springs (set of eight) (fits all engines).....£19.50
 Y-6520 Valve Cover (fits all engines).....£7.85
 Y-6560 Drive Bush (oil pump and distributor) (fits all engines).....£4.95
 Y-6561 Drive Sleeve (oil pump and distributor drive gear)
 (fits all engines).....£4.05
 Y-6566 Dowel (oil pump and distributor drive gear bush)
 (fits all engines).....£2.10
 Y-23670 Pin (oil pump drive gear to sleeve) (fits all engines).....£0.75
 Y-6610B Oil Pump Gear (fits all engines).....£4.75
 YE-6623 Oil Pump Screen (fits all engines).....£9.75
 Main Bearing Set
 (std, -0.010",-0.020",-0.030",-0.040", -0.060")
 (fits all engines).....£55.00
 Pre-War Piston Sets (8hp and 10hp, limited sizes only).....£40.00
 E93A 10hp Piston Set including rings
 (std, +0.010",+0.020",+0.030", +0.040").....£205.00
 E93A 10hp Piston Ring Set
 (std, +0.020", +0.040").....£38.00
 3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....£15.00
 8hp decoke gasket set (1932-34).....£35.00
 8hp decoke gasket set (1935-1953).....£45.00
 10hp manifold gasket.....£7.25
 E15-Z-1 Decoke gasket set (E93A 10hp engine).....£25.00
 Conversion gasket set (E93A 8hp and 10hp engine).....£25.00
 10hp cylinder head gasket.....£15.00
 YE-24052C Studs (Cylinder head) set.....£34.95
 Set nuts for cylinder head studs.....£4.00
 Used engines suitable for rebuilding available
 (collection only).....£70.00

Clutch and Gearbox Parts

Y - 2454 Clutch Pedal (exchange-remove rubber from old pedal
 and send with order).....£13.75
 Y - 5102 Gearbox Rubber Mounting (Y and C models only).....£30.75
 Gearbox Mount Upper (not Model Y or Model C models).....£9.95
 Gearbox Mount complete, per side.....£20.95
 Y-7015 Main Drive Gear (8hp).....£35.75
 YE-7015 Main Drive Gear (10hp).....£38.50
 Y-7040 Baffle (main shaft gear bearing oil)-rear.....£1.25
 7W-7050 Retainer (main drive gear bearing).....£7.50
 7W-7052 Seal (main drive gear bearing oil) assembly.....£2.99
 YE-7059B Mainshaft and Bush.....£35.50
 Y-7065 Bearing (main shaft) drive gearball assembly.....£21.95
 Y-7069 Washer main shaft intermediate gear thrust.....£3.00
 E04A-7070 Retaining Ring (snap ring).....£1.50
 YE-7071B Washer intermediate gear thrust washer.....£7.50
 Baffle (main shaft oil)-front.....£1.25
 E93A-7085 Rear Bearing Retainer.....£19.50
 Y-7086 Gearbox rear gasket.....£4.50
 Y-7090 Universal Joint.....£30.00
 103E-7114 Counter Gear (10hp).....£46.95
 Y-7119 Washer (Counter shaft gear thrust).....£6.28
 CE-7141 Reverse Gear.....£29.95
 YE-7222 Selector Housing.....£19.05
 Y-7223 Gearbox lid gasket.....£4.50
 Y-7523 Clutch return spring.....£5.30
 7W-7533 Clutch linkage clevis pin.....£2.10
 Y-7550 Clutch Plate-All models, except E83W
 (exchange and send with order).....£25.00
 7W-7561 Clutch Release Bearing Hub-All models.....£19.50
 YE-7563B Clutch Cover-All models, except E83W

Please note that all our prices include postage and packing! (for UK members only)

(exchange - send with order)	£62.00
E83W-7563 E83W Clutch Cover (exchange-send with order)	£66.00
E74-7580A Clutch release bearing-All models	£10.50
E70-7600-A Clutch Pilot Bearing	£5.75
C-943070 Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070 E83W Gear Lever Gaiter.....	£19.95
Y-5102 Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

Water Pump Repair Kit.....	£32.00
E0A-8100 Radiator Cap (pressure type for 103E and some E493As)	£4.95
Y-8109 Radiator cap (brass screw type).....	£6.95
Y-8260 / 8286 Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.65
Radiator Hose (moulded-E83W-state top/bottom).....	£10.50
Radiator Hose (moulded-bottom).....	£10.70
Radiator Hose (moulded-top, state type of radiator cap and model)	£11.60
YE-8606B Fan Blade (11").....	£5.90
E93A-8610C Pulley (fan and generator 3.12" O.D.)	£7.90
E494A-8610 Pulley (fan and generator 4.12" O.D.)	£7.50
E93A-8620-A Fan Belt (late 8 and 10 hp engines without waterpump)	£6.75
E493AFS-8620 Fan Belt (late 8 and 10 hp engines with export waterpump).....	£6.85

Fuel System

Fuel Pump with spacer (no primer).....	£42.90
Fuel Pump repair kit.....	£27.45
103E/E494A Petrol Filler Grommet	£12.95
7W / E93A /E493A Petrol Filler Grommet	£10.85
Flexible Petrol Pipe (except E83W).....	£15.35
Fuel Pump Cover (all models).....	£1.97
YE-9364-B Gasket (fuel pump screen cover).....	£0.65
YE-9365 Fuel Pump Cover Screen (all models).....	£1.50
YE-9374 Gasket (fuel pump to cylinder).....	£0.95
7W-9425 Inlet Manifold (10hp)	£17.00
YE-9435 Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£3.10
YE-9448 8hp manifold gasket.....	£7.50
Rebuilt 8 hp Carburettor (exchange-send with order)	£80.00
Rebuilt 10 hp Carburettor (exchange-send with order)	£85.00
Y-9447 8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447 10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502 Carburettor Gasket Kit.....	£7.95
YE - 9555 Carburettor Float (all models)	£4.50
YE-9660 Connector (Starter Valve) Assembly).....	£5.00
48-9735 Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

Emergency breakdown kit.....	£55.50
Set E93A ignition leads	£14.95
E83W 12024A 6V Ignition Coil (All models-not original)	£38.75
YE-12100B Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B Distributor Cap (All models 1935 onwards).....	£13.00
YE-12135B Oiler (screw-in type) All models 1935-1955.....	£1.65
YE-12185B Toggle (All models 1935 onwards)	£0.62
YE - 12191B Spring (distributor weight) no 1 - light	£2.85
YE-12199B Contact Set (All models 1935 onwards).....	£14.20
YE-12200C Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B Spring (distributor weight) no 2 - heavy	£1.28
YE-12300B Condenser (All models 1935 onwards).....	£8.60
52-12405A Spark Plug, L86C (All models also 100E).....	£3.00

Electrical System

Dynamo-2 brush, early type (exchange-send with order)	£87.50
E494A-10001 Dynamo-3 brush, early type only (exchange-send with order)	£110.00
E494A-10001 Dynamo-3 brush, late type only (exchange-send with order)	£87.50
E93A-10043 Kit (2 brush dynamo brush).....	£4.75
EY-10043 Kit (3 brush dynamo brush).....	£4.50
YE-10094 Bearing (generator drive end) assembly.....	£5.95
YE-10160 Felt (dynamo drive end bearing)	£0.65
7W-10505 Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)	£24.95
E93A-11001 10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C 8hp starter motor (exchange-send with order).....	£110.00
EY-11057 Starter motor brush set, 8hp 2 brush.....	£4.75
E93A-11057 Starter motor brush set, 10hp 4 brush.....	£9.50
7W-11359 Spring (starter pinion retaining)	£0.82
BE-11450 Starter Switch.....	£18.00
E493A-13007 E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£3.75
E493A-13007 E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£4.99
ET6-13007-B Headlamp Bulb 36W/36W.....	£5.25

7V-13061 Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.75
CE-13061 Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068 E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE-13081 Spring (front sidelight socket 1934 onwards except E493A).....	£0.62
CE-13101 Spring (headlamp focusing).....	£0.70
E93A-13130 E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B 103E Plate (Rear Lamp Base), please specify nearside / offside	£21.25
103E-13408B 103E Plate (Rear Lamp Base) (pair)	£41.50
103E-13420/1 103E Rear Lamp Rubber Base Pads (pair).....	£18.95
103E-13450/1 103E Rear Lamp Lenses (pair).....	£29.95
103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
E493A refurbished number plate lamp	£70.00
ET6-13465 Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.95
40E-13466 Panel bulb 6V 3W	£2.50
78E-13466 E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
BE-13466-A Sidelight Bulb 5W CC (not E493A).....	£1.60
E83W-13550B Popular no. plate lamp (E83W and 103E only)	£21.50
CE-13740A Toggle Switch (panel lamp).....	£2.60
38193-57 Headlamp mounting bolts plus nuts (each).....	£8.99
E04A-118004B Semaphore Direction Indicator (6volt only) (exchange only).....	£57.75
Rebuilt bulkhead cutout (exchange only).....	£24.65

Rubber Grommets and Seals

E68-AD-1 Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W-16625 7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.50
E83W Bonnet Corner Pads (Pair).....	£10.95
E83W Bonnet Corner Pads (Full set).....	£15.00
81A-16754 Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760 Bumper (bonnet dowel locating) fits E493A.....	£3.50
Grommet-gearbox cover.....	£4.50
Set of three grommets-gearbox cover.....	£12.00
CE-171515A Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3 E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£16.95
E493A-17772/3-B E493A Prefect Bumper Grommets (pair).....	£24.95
E93A-35184 Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172 Opening windscreen rubber for E83W	£18.95
40-700546A Blind Grommet (fits under 103E/E494A bonnet)	£0.62
48-702610A Door post rubber bumper (one per door post 1937 onwards).....	£2.40
E04A-7040318 Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531 Boot T Handle Escutcheon rubber seal	£3.95
62E-731942 E83W Door Rubber seal (enough for both doors)	£15.95
7W-940502 Opening windscreen rubber for Prefect and 5cwt van	£15.50
7X-940502-B Front screen rubber for 103E/E494A/E04A.....	£14.50
7W-941480 / 1 Weatherstrip door bottom (per ft) all saloons 1937 onwards... £2.75	
7W-970700 Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856 Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

Miscellaneous Body Fittings

E03CF/A-8213 Grille Badge, "Thames" (blue enamel) (E83W)	£12.60
103E-8213-A Ford Popular Grille Badge (103E Popular).....	£9.80
E494A-8215 E494A/E494C/103E Grille Badge Mount.....	£14.75
E83W-8215-A E83W Grille Badge Mount.....	£19.00
E04A-16719-B E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-16750B Bonnet Clip (Y model)	£19.85
103E-17261 / 2-B Speedo Cable (state model).....	£19.85
C46412AR Dovetail (female).....	£4.25
E93A-7022400-0 Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.60
Locking door handle and escutcheon (shaft and barrel not included)	£29.95
E493A-7022400 E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A-7022401 E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500 Locking Boot Handle, chrome plated, with keys	£12.25
C-943658 Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H Window Winder Handle	£4.95
7Y-949624 Stainless Steel Door Hinge Pin (All saloons 1938 onwards)... £4.90	
Y-949967A Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C-949967C Striker Plate (C and CX, 1934-1936).....	£3.80
Bootlid Script Badge (Popular, Prefect and Anglia)	£14.75
E83W wing mirror	£19.95

Pop Shopper

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

Post-war Uprights for sale

1953 E494A Anglia. MoT and tax until June 2010. Unrestored. Black with new window rubbers, new old stock boot lid, new roof panel and rubber. 12v electrics, reasonable interior but needs new headlining and some trim around the doors. I have owned this car for 30 years. Between Bristol and Gloucester. Tel: Ivor Bryant on 01454 411028 or email ivor_bryant@msn.com.

1953 E493A Prefect. Part restored, all parts available to complete. Also another 1953 Prefect dismantled. Doors, bonnet, front wings, glass and spare engine. £500 for car and offers please for spares. Tyneside. (Non-member) Tel: Keith Haw on 0191 217 1441 or email keith@rvwproperty.plus.com.

100E & 107E for sale

1956 Ford Anglia 100E. Hereford Green. 59,000 genuine miles. Full history – every journey ever done recorded in diaries; every insurance document from new; every MoT certificate from new; many letters to Ford, Lucas, Girling and the AA; record of every time fuel has been added and records of all work done to the vehicle. This car is totally original and in very good condition. This really is a rare opportunity to own a piece of motoring history. Open to offers. Derbyshire/South Yorkshire. (Non-member) Tel: Jonathan Turner on 01246 433821 or email jpt180@lavabit.com.

1959 Anglia 100E MoT failure – needs welding (lots of!). Runs well. Offers around £400. Nottingham. (Non-member) Tel: Steve on 07711 972190.

1959 Ford Prefect 100E. For restoration. Totally original – been in family since new. Stored for many years: interior just needs cleaning; surface rust on body but pretty solid. Non-transferable plate included. Trailer required for collection. £350. Steyning, near Worthing in Sussex. (Non-member) Tel: Martin Swatton on 07721 610806 or email martin@martinswatton.com.

1960 Ford Popular 100E. Green Deluxe. Engine was reconditioned 6-7 years ago at cost of £900. New water pump, fuel pump, radiator and heater matrix, brakes, copper pipes and hoses. Good starter and drives well. Rebuilt starter and dynamo. Stainless exhaust. No MoT – needs welding on left sill and back cross rail but parts supplied. £100s spent and lots of spares included. Was on the road two years ago. £1100 ono. Surrey. Tel: Gary Slater on 07768181552 or email slater66@btinternet.com.

Wanted

50s or 60s Special. I'm desperately looking for a 50s or 60s Special as a restoration project for the forthcoming months. I will consider anything offered but I am particularly interested in a convertible. Please contact me if you have anything of interest. Berkshire. Tel: Mark Ranger on 07834 032188 or email m.ranger@autodata.ltd.uk.

pre-'49 E93A Prefect. Restored or a project. Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

E493A chassis. I'm looking for an E493A rolling chassis, complete with running gear, steering, brake system, etc.

Please contact me if you have anything at all that may suit my needs. Berkshire. Tel: Mark Ranger on 07834 032188 or email m.ranger@autodata.ltd.uk.

103E 1955 Popular – two blue eyed spotlights (sometimes called angel lights) and if possible mounting rail for sit-up-and-beg model. Steve Rooney, 0151 421 0651 or email stephenjrooney@hotmail.com (Merseyside).

103E Popular. I am looking for a concours condition (prefer black) Pop 103E. Need to view so Kent/Sussex/Essex OK. Member sale preferred but will go to dealer for the right car. John Isaacs. Tel: 01622 871924. Kent area.

Complete rear axle for my 107E Prefect. South east England area if possible. Reasonable price paid. Mr L.P. Terry, Ashford, Kent. Tel: 01233 712209. Email ashfordanglia@aol.com.

Will exchange good Popular doors for poor ones. I know of a chap who is dismantling a Pop with excellent doors but requires a poor pair in exchange as he is not going to use the whole door – cash adjustment to be agreed. Midlands. Tel: David Collins on 0121 474 5356 or email djcpoprod@btinternet.com

Anglia 1958 100E steering box in good condition. Laurence Cadman, Didcot, Oxon. Tel: 01235 510348,

Ford Popular Wedding Car! I was wondering if anyone in the club operates their Ford Pop as a wedding car? I'm getting married in 2011 and my fiancée saw a Pop recently and fell in love with it. I just thought I'd ask around and see if it's possible to surprise her. (Non-member) Contact Gareth by email gingergaz@googlemail.com.

E93A 10hp engine. Upright engine wanted. Complete but running or not. I need it for a Special I'm building for my son. Northwest Lancashire. (Non-member) Tel: Steve Kenny on 01706 645781 (work) or email pemsmot@yahoo.co.uk.

1958 Ford Anglia 379 DTN. I'm looking for my Grandad's Anglia. If anyone has any information, please contact me. North East. (Non-member) Tel: Steve Charlton on 07917 748755 or email steven_charlton@sky.com.

Scale Model of Anglia. Price no object! I'm after a model (any scale) of a Ford Anglia 1951-1953. Near Bournemouth, Dorset. (Non-member) Tel: Alan Vickerman on 01202 828351 or email alfoo@talktalk.net.

Looking for 38/39 Prefect EOL 510. Does anyone know if it still exists? I'm looking for this car or similar for a New Year project. Somerset. (Non-member – at present!) Tel: Bob on 01761 418174 or email bobelaine@hotmail.co.uk.

Spares for sale

Various parts for sale. Dynamos, starter motors, pistons, conrods, valves, tools, etc. Model C steering box, column and steering wheel £25. Period 103E radiator muff £15. Taunton, South West. Tel: 01823 673021.

Fuel pump heatshield kits for sale. See article by David Manterfield in April edition of Sidevalve News. £13.50 plus £2.50 p&p. To obtain kit, send cheque made out to D. Manterfield and send to 34 Standon Drive, Sheffield S9 1PL. Tel: David Manterfield on 0114 2490255 or email d.manterfield@btinternet.com.

Model C & CX parts. Set of four C/CX Doors. Straight but in need of some welding. Hub caps for same available but with a few dings. Twin water inlet 8 hp engine but has a crack which needs repairing. Between Bristol and Gloucester. Tel: Ivor Bryant on 01454 411028 or email ivor_bryant@msn.com.

Cut-away 105E Anglia engine mounted on a stand for display purposes. Would swap for similarly presented 8 or 10 hp engine. Between Bristol and Gloucester. Tel: Ivor Bryant on 01454 411028 or email ivor_bryant@msn.com.

1951 Anglia E494A for spares or repair. V5C document. 9 months MOT & tax. Good mechanically but no interior. Also 1959 103E Pop and 1959 100E Pop for spares, most parts available. No interiors. Can deliver large items. Contact Dave

Rothwell (member 1142) on 01704 211908 or 07860 266949. Banks, near Southport, Lancashire.

Upright spares for sale. Large quantity of used E93A and 103E spares (no body panels). Engine stuff, brakes, rear drive shaft, steering column, heater, etc. Too many to list. It all has to go – final clearout! Colchester, Essex. (Non-member) Tel: Bob Horlock on 01206 293708 or email bobhorlock@onetel.com.

100E & 107E Parts for Sale. Windscreen £10, gearbox £15, fuel tank £20, radiator (needs attention) £10, rear bumper for early Anglia (needs attention) £10, wiring loom £15, new clutch drive plate £10, clutch cover plate £10, also a box of various parts. Dorking, Surrey. (Non-member). Tel: Graeme Spong on 01306 884449 (weekends).

1938 Ford 8 Axle. Brand new, never been used. South-east. (Non-member) Tel: Mrs Hanslip on 01753 885088.

100E parts – free to a good home! Now I have to vacate my garage I have numerous spare parts for the 100E which I can no longer store. A lot of them are cleaned and painted, including brake, steering, gearbox, engine (stripped), etc. I don't want to scrap them and I'm offering them to a 100E owner who can make good use of them. Portsmouth, Hants. (Non-member). Tel: Ian Williams on 07821158550 or 02392250337, or email iancwilliams@tiscali.co.uk.

Sidevalve parts. O/S/R wing, sound but with surface rust £80. Four overriders for early 100E (fluted bumper type) £100. (Non-member) Tel: Bob on 079 333 515 86.

103E car cover. Semi-tailored cover for Popular 103E. I bought this cover some years ago from Classic Editions car covers. It is made from cotton and designed for indoor use. It is elasticated at the bottom front and rear end, and has a zip to allow driver's door access. Used for about 12 months but since then kept in its carry bag £40. Reading. (Non-member) Tel: Paul Mison on 01491 874290 or email nicecupoftea@msn.com.

Upright rear axle. Rear axle and A frame assembly complete with torque tube for sale. Believed to be from a 1953 Popular. Any offers before I scrap it? Shrewsbury. (Non-member) Email daveandcath@btopenworld.com.

Four Whiteley water pumps WX64 for sale. Unused pumps but tatty boxes. Can supply photos via email. East Sussex. (Non-member) Tel: Ray Lindfield on 01323 737809 or email raylindfield@btinternet.com.

100E engine parts 1954 100E 1172cc engine spares for sale. Block, flywheel, pistons, conrods, sump etc. £50 ono. Lyndhurst, Hants. (Non-member) Tel: John Webb on 02380 282051 or email adivebb@polar.orangehome.co.uk.

New 8/10hp carburettor, never fitted, for 50s sidevalve Ford. No air cleaner type with removable plate fitted over venturi. £70 plus postage. Leeds, Yorkshire. (Non-member) Tel: Terry Smith on 0113 289 2082 or email 5rainbowrats@fsmail.net.

100E parts for sale. Some engine parts for sale, plus rear windscreen and rear springs. Also E493A radiator, semaphore and front spring. Eastbourne, East Sussex. (Non-member) Tel: Ray Bazley on 01323 440528 or email rayandroseb@uwclub.net.

Miscellaneous items for sale

Instruction Book of the Ford 10. Original 1937 print. 56 pages. West Midlands. (Non-member) Tel: Neil Aldridge on 07970926884 or email aldrms@yahoo.co.uk.

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Remember that these adverts also appear on the club website: www.fsoc.co.uk



Sidevalve News

Sidevalve News is published every two months on the fifteenth of the month, commencing February.

Please email your adverts to pop.shopper@fsoc.co.uk or use the advert page on the web www.fsoc.co.uk or post this form to:

Mark Bradbury
21 Ufton Close
Shirley
Solihull
West Midlands B90 3SB

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

Please complete this form in BLOCK CAPITALS and include your area and phone number.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up members of the FSOC.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

Advertisements must be with the Editor by first post on the 10th of the month preceding publication.

Model (e.g. 100E)	Year (e.g. 1961)	Model Type (e.g. Prefect)		
				Region
Telephone (include STD Code)			E-mail address (if applicable)	

- Please indicate heading: For Sale Wanted
- Pre-war Post-war upright 100E/107E
- Special Spares Miscellaneous
- Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Please fill in the whole form including official use box using a ball point pen and send it to:

Membership Secretary
The Ford Sidevalve Owners' Club Ltd
PO Box 8095
Bishops Stortford
Hertfordshire
CM23 4XZ

Name(s) of account holder(s)

Bank/building society account number

--	--	--	--	--	--	--	--	--	--

Branch sort code

--	--	--	--	--	--	--	--

Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

F	S	O	C	S	U	B	S								
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Instruction to your bank or building society to pay by Direct Debit.

Service user number

6	3	0	6	5	6
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<p>FOR FSOC LTD OFFICIAL USE ONLY This is not part of the instruction to your bank or building society</p> <p>THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.</p> <p>MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:</p> <p>FSOC MEMBERSHIP NO: _____</p>
--

Instruction to your bank or building society
Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FSOC Ltd and if so, details will be passed electronically to my bank/building society.

Signature(s)
Date

Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be

Specials Register contd.

Continued from page 14



Nicki shell

From time to time I get to hear of Specials in need of a home. Last month I had an email from someone wishing to dispose of a shell that had been laying unused in the loft of his works for thirty years. The shell is a Nickri Spyder from 1958 and was originally bought to clothe a Triumph Vitesse chassis that the owner had. Of course they don't fit together and the shell was cut into sections to make it fit. Unfortunately the owner's father died and he was left to run the family business: the project was abandoned and the shell put up into the loft and forgotten. Just recently they were clearing the loft and came across the shell, which is when it was offered to me. Here (right) are a few shots of the shell on its own and with the Chairman's complete car for comparison.

Hope to have met some of you at the NEC show and maybe I might have moved house before you read this. Have a very Merry Christmas and a Happy New Year and I hope to meet many more of you in 2010.



From the Archives

Peter Williams

In an attempt to be seasonal for the December edition I have trawled through the back copies of *Sidevalve News* to see what wintry news we brought to members way back then. Probably our first attempt at colour was the cover of the December 1981 edition which was actually just called *Sidevalve* in those days: see the front cover of this issue.

It's interesting to note that some of the officers in 1981 are still involved in running the Club today. Yvon Precieux (currently Pre-war and E83W registrar) was listed as being in charge of Club Books & Regalia and also London South-East area rep. Jim Norman (Technical Advisor 100E and 107E) was doing the same job back in 1981 as well as being Publicity Officer. It seems that everyone had to do two jobs except that Andy Main (Anglia, Prefect and Pop Registrar) managed to escape with only being responsible for sales of Popular parts

By 1983 it appears we could no longer afford colour in December but had managed to commission a cartoon specially for the magazine. Also, other familiar names had appeared. Shirley Wood was General Secretary and Tony Young was Treasurer: posts they still hold to this day. Another long-serving member, still in post, was Mick Crouch, area rep for Hampshire.

Also in this edition was a report of the AGM which had been held on October 29th at the Angel Hotel in Market Harborough. It appears that 1983 had been a difficult year in the life of the Club with a variety of money problems. This required a number of emergency measures including selling the Club E83W Utilecon which was open to offers from members.

In December 1984 we were offering Club Christmas cards at 35p plus postage per pack of 3 cards or in bulk at £7.50 for 30 packs. The front cover featured a picture of a 1953 100E Anglia competing in an Autocross event. The sporting motorists quickly realised the potential of the 100E for serious competition and spawned the go-faster industry of Alexander, Willment, Derrington etc.

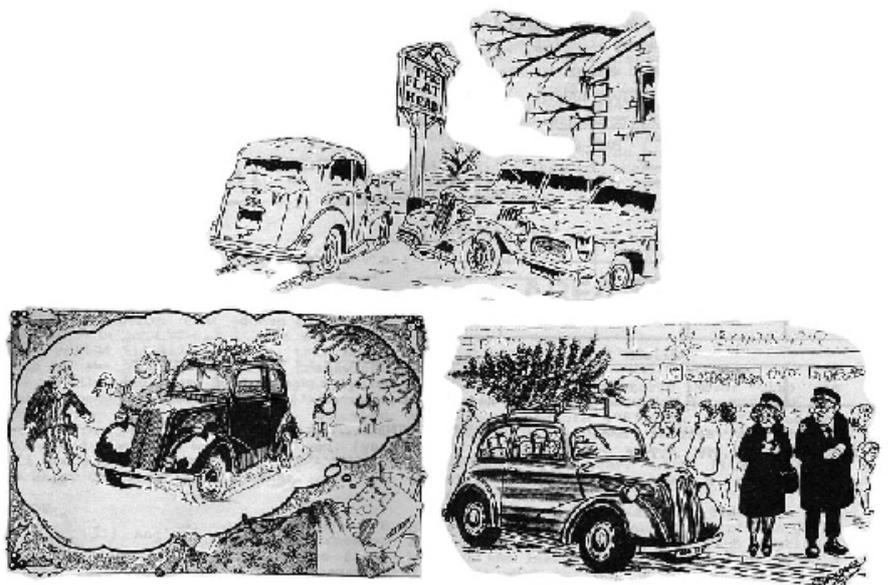
By December 1985 Andy Main had acquired four jobs: he took over as Popular & Prefect Registrar when Bruce Palmer retired which added to his other posts of remanufactured spares, director of Ford Spares Service Ltd and model kits researcher (a post long since abandoned).



An early Anglia being used for motorsport, the forerunner of many more to come.



The cartoon commissioned for the December 1983 edition of Sidevalve.



The 3 designs for Club cards in December 1984.

FSOC Spares Service

John Porter

So, why does the FSOC sell spares when many classic car clubs do not? Back in the early 70s, our cars were becoming interesting to enthusiasts – their parents or grandparents had a Ford Pop or they aspired to the more modern 100E range. The cars had little retail value and the Ford dealers and motor factors were clearing stocks of parts for these obsolete old cars. The Club, recently reconstituted as the Ford Sidevalve Owners Club having previously been known as the 100E Owners Club, was offered spares and it was an opportunity to build up a stock of spares to support the Club members in the running of their cars. In those days, most of the later Uprights and probably all of the 100Es were everyday transport for their owners. Many of the cars were covering much more mileage than today's more cosseted examples and got through their fair share of 'fast moving' parts, as the trade called the bits that wore out regularly. Steering, suspension, brake and clutch components were essential to keep the vehicles roadworthy – body and trim was not



100E gearbox mount

as important for the annual MOT test.

Many other car clubs had a spares service of some sort in those days and it remained a lifeline for club members through the 70s and into the 80s. Whereas some of the other clubs moved out of spares as the commercial operations took over – the Morris, Austin and MG marques for example – some had more than one supplier and re-manufacture took place as new old stock ran out. Throughout these years the FSOC parts service grew more businesslike and, in the early 90s, premises were bought and renovated to house the vast stocks of spares that had been retrieved from the older Ford dealers. Re-manufacture to the original Ford specifications and drawings to replace the old stock was an investment by the club for the members.

In the first decade of the 2000s, the FSOC continues to offer a comprehensive spares service for both the Uprights from 1932 to 1959 and the 100E/107E range from 1953 to 1962. It is run entirely by volunteers – Upright spares by Shirley and Stephen Wood and the 100E/107E range by Neil Patten. The Upright spares service is housed and operates from the Club stores in Abingdon whereas Neil operates



Shock absorber link

from the Club stores as well as from home, where he has the 'fast moving' stock to hand.

Why support the FSOC spares service? As a member of the club, the service is yours and with your support and buying spares the club can continue to invest in new stock and re-manufacture obsolete parts for the whole range of Sidevalves. As mentioned earlier, the service is run by volunteers and as such is not able to offer the speed of service that the commercial businesses can. With forward planning of your parts requirements this should not be an issue. Many of us keep a small stock of essential spares – radiator hoses, fanbelt, points, condenser, plugs etc. With advice from other local members you can generally buy in advance the parts that will be needed for various service operations. If the previous MOT test carried some recommendations, get them done before the next MOT – in your own time! Regular servicing and timely repairs go hand in hand with planned ordering of parts. Lastly, remember that the FSOC prices are the total price – post and packing is included: so, when comparing prices with others, compare like for like.

Spares Appendix

Just to get you started, some parts you might need if:

- **Servicing the engine** – oil, oil filter (option on upright), points, condenser and plugs. You may also need rotor arm, distributor cap, fanbelt, water hoses and antifreeze plus rocker gasket on the 107E.
- **Servicing the brakes** – brake linings and for the 100E/107E range wheel cylinders and fitting kits, master cylinder, flexible hoses and brake fluid.
- **Checking the wheel bearings at the same time** – front wheel bearings in axle sets but rear wheel bearings are more problematic in that the bearing surface is on the axle ends and a repair kit would be needed (you also need a rear hub puller for all Sidevalves).
- **After wagging your wheels**, you can think about – kingpins, track rod ends and draglink.
- **Bouncy ride? Shock absorbers** – levers all round on the Uprights and strut inserts and telescopics on the 100E/107E range (estates and vans, levers on the rear).



103E exhaust

And, for your sanity (and enjoyment), get a



Enquire about second-hand spares!

workshop manual and parts list from the club stores!

Ford Sidevalve Owners' Club: The Early Years

Yvon Precieux

Up to the late 60s, for cheap motoring and tinkering with engines, old Fords were still the cars to drive for the then younger generation. With just a rudimentary knowledge of mechanics one could tune or turn one's Ford car into something of one's own choice and installing a Ford Zephyr Six engine with overdrive into a 100E was not frowned upon. Outside pursuits, still in the realms of the amateur, could then be indulged in and competitions and rallying could be sampled with relative ease and on a low budget. Magazines such as *Hot Car* and *Car Mechanics* were the journals to be read and in the late 60s, even up to the middle 70s, their 'help' pages still took questions about running these older cars with adverts still plentiful for go-faster tweaks and goodies.

It was in this uncluttered era, some 40 years back in time, that our Club came to be born. It was this very mix of social, competitive and group activity, rather than total preservation for preservation's sake, that brought about the enthusiasm for a Ford 100E Club that encouraged other owners of the earlier 8,10, V8 and Specials to join in.

John Farrer, member F4, was one of the 100E Club's initial members and today he is still with the Ford Sidevalve Owners' Club. He remembers the early meetings at the Pope's Grotto public house in Twickenham. Although now in his 80s, John still services and drives his 300E van, which he still retains in its modified form as in those early Ford 100E Club days to suit modern traffic and to keep a good car of good design working and on the road. (Photo 1)



Photo 1

The idea for a Club

The idea for a Sidevalve Ford Club, initially for the 100E and the 107E, first came to Roger Palmer in one of the most unlikely places, the middle of an Irish peat bog. It was summer 1969 and Roger, on holiday in Eire, found himself stuck in a quagmire. Extricating himself out of the situation with relative ease made him ponder on the qualities of the car he was driving, a 100E saloon. It struck him that the car really did have some rather pleasing points and that a club for such a vehicle was not a bad idea. On returning to his then Twickenham home, he wrote to all the motoring magazines asking

for 100E owners to get in touch. A staggering 300 letters from all over the country, including several from overseas, was the response and formation of a club was from that point not only viable but necessary.

In the late 60s it was relatively easy to start a car club. It was not fettered with the burdens of indemnity insurance, health and safety issues or the requirements of a small business like today. The first step was to stage a meeting. The nearest pub was a good candidate and shortly afterwards arrangements were made for all interested parties to assemble at the Pope's Grotto, where the aims of a club run by 100E enthusiasts for 100E enthusiasts could be openly identified, a committee formed and the name '100E Club' officially adopted.

The Ford Motor company at Dagenham was accessible and freely permitted use of its logo. Local dealerships were particularly helpful with mountains of blue/white Ford bunting and occasional sponsorship. On joining one initially received a copy of 'Sidevalves for you', an 8.5" x 6.5" affair from Paul Romano, the Membership secretary, that included a message from the Chairman, benefits on membership and literary sections: 'End of an Era' and 'The last of the Sidevalves'. Affiliation to the RAC and the Association of Central Southern Motor clubs meant that besides the grand parade, concours and autotests that abounded at this time one could also drive around a made-up circuit without any encumbrances of today's health and safety environment, as such activities did not invalidate one's insurance. Intended to be a non-profit making enterprise with any funds being ploughed back for the benefit of the membership only, the Club constitution was eventually drafted (interestingly giving the Club a start date of 1st January 1970), based on giving members as much help as possible in running, tuning and 'preserving' their vehicles. Here the term 'preservation' was more loosely interpreted, although still with the same sentiments as today of keeping the vehicle roadworthy and usable.

The first newsletter or bulletin was a hand-typed, Gestetner hand-pressed affair on A4 sized paper folded to make up 4 pages. This initially gave details of joining, local news, spares, technical advice, and group/social and sporting activities, alerting members to the advertised benefits that were particularly numerous, especially under the advertised companies who were still selling their wares for 100E at vast discounts, probably to rid their old stock. These included remote control gear change, 4 speed conversions and various types of tuning equipment that was still around in the latter part of the 60s, carrying onto the mid 70s. Silhill Products offered members incredible discounts on parts which probably even then were well out of date. Aquatex provided interior furnishings at bargain prices and the Girling and Lockhead companies gave some 20% off Konis and brake pads. On the tuning side Aquaplane was still around, with

Derrington, who still provided special cylinder heads and retained agents for Weber carbs. Wooler was there too with their famous 4 speed gear change conversion and remote control, with Jeff Howe exhausts close to the Brands Hatch racing circuit providing engine cams, exhausts, tuning equipment, lowering kits and shortened front springs. Other factors also advertised their wares from paints, glass fibre panels and specialist equipment to tools, hoists and welding gear.

Other Sidevalve models had also heeded the call, including the V8s, and there was some relaxation to permit these somewhat older but still competitive Sidevalves to join in. Less than a year into the inauguration of the 100E Club, the idea of a get-together in one place started to grow as more and more owners of 100E models and earlier Sidevalves and specials were drawn in. In March 1971, membership was extended to all the earlier Sidevalve Fords and by the summer the stage was set for the first Sidevalve day. The date was Saturday 21st August; the venue, Twickenham rugby ground, the home of English rugby. Then it was a simple matter of just asking the proprietors to use the ground as a venue with just a token fee. This event proved exceedingly popular and successful, with a grand parade, Concours D'Elegance and autotests organised by the Dellow register. An early shot (photo 2) shows a very rare Siva Edwardian car in the background together with three Dellos – a Special, a Ford Pop and a 100E car – being the last to leave the rugby stadium.

As the Club continued into the 70s, social events remained the major activities with emphasis still firmly based on the series of treasure hunts that could be found in most of the English counties from Surrey to Berkshire, with all competitors being eligible for a championship shield with the best four results. This type of event was inevitably to subside as insurance and sharp petrol increases started to bite and as more and more owners started to consider a less active role of driving cars to shows and parades.

Sidevalve Publications

Consisting mainly of veteran and vintage, the old car movement was not particularly interested in the majority of pre-war cars and certainly not post-war cars. Recognition in general of the Ford Sidevalve was always going to be an uphill struggle as most if not all of the motoring fraternity still regarded restoration of any Ford as relatively pointless for such a cheap, mass produced car. Despite this, at the start of 1972 a series of technical booklets under the copyright of Sidevalve Publications was introduced aimed at assisting members in servicing their 100E on a DIY basis. The first of these Sidevalve guides was 'Service your 100E' by Randle M. Hamilton. Free to members (priced at 12p to non-members), it sold quite well and I still retain a copy to this very day. Others planned were 'Make sure your 100E



Photo 2

passes its MOT' and 'Sidevalve specials using the 100E, E93A and V8 engines.' Also, for the first time the club was able to advertise competitive quotes on insurance.

By now the 100E Club publications had blossomed to include additional pages, though still with the roughly A5 format being printed four times a year, with a twice yearly magazine appropriately named *Sidevalve* – a title that remains with us today. Articles of the day included 'Sidevalvestox (preparing your car for stock car racing)', 'Converting your 100E to disc brakes' and a Mike Dawes inclusion on Sidevalve Specials. Also advertised was *Quest*, the free Duckham's oil enthusiasts' magazine for members who requested it. The methodology of putting the magazine together however was still quite archaic with muscular hands still needed to print and many hands to envelope. Areas of expansion included regalia that now included model handbooks. Most of these could still be picked up for a song as many older Sidevalve versions were now being discarded and turfed out by libraries all over the country. Continual reference was made to the few companies still operating such as Mercury Motors and Tiplers in London, who could still recondition all types of Sidevalve engine and sometimes supply valves and engine parts. Also advertised as contacts were specialists like Spike Winter, designer of the Willment OHIV conversion and Bill Cooper, together with a number of other interesting competition experts who had built cars around the Ford Sidevalve E93A and 100E engines. These individuals were still in business, even though technology had moved on, and all were still willing to give advice and service if required.

The year's AGM at the Prince of Wales, Twickenham, provided a record audience with each willing to pay 10 pence to view the film *The Life and Soul of the 100E* by committee member

Kev Saradjian, after which refreshments were available. However with the ever increasing gatherings now to be found at Sidevalve Day, the responsibility to organise and obtain volunteers to assist became increasingly necessary and a sub committee was set up comprising Roger Palmer, Tony Martin, Mike Dawes and Judy Palmer. In 1973 membership was 238, the 100E Club had its first stand at Beaulieu, and during the year a splendid article on the Club was written up in *Car Mechanics* by Jonathan Wood and a mention was made in a new magazine, *Classic Car*, by the same author.

Industrial strife

By December and into 1974, industrial strife had started to hit the country with major travel curtailed, power companies switching off the lights, short working week, continuous industrial unrest and petrol rationing. This



Photo 3. Prize from Roger Palmer for in & out the cones, at the Carriage or Coach House on A4 nr Bristol.

placed all kinds of burdens and restraints on what was still a small committee, just at the time when the subscription had been raised to £2 for full and associate members and 75p for juniors.

Membership not surprisingly declined, the figure dropping to 161. Those members wishing not to renew were reminded to return their 100E Club badge for which a refund was available. As with today, the most important aspect of the Club was the magazines and these had to be completed: more so when the typing, printing and despatch needed to be done in one's own home, with Mike Dawes and the few doing sterling service by candlelight after work. The three-day week and post delays meant serious disruption to the production and posting of *Club News*. To compensate for this the first free gift to be offered by the Club, a vehicle licence holder, was despatched with the belated magazine.

With the return of increasing numbers, the annual AGM was moved from the Pope's Grotto to the Prince of Wales public house, Twickenham, just down the road. Monthly meetings still continued and were now a regular feature on the calendar at the Pope's Grotto starting at 8 o'clock on the Friday of each



Photo 4. Speed run overseen by Mike Dawes.

The Early Years contd

month. On the 30th June of that year, the Club celebrated the 21st anniversary of the first 100Es coming off the production line at Dagenham with a National Ford Sidevalve day at Paddock Wood, Kent. Competitions secretary Arthur West continued to keep the members happy with a series of treasure hunts and rallies (photo 3 shows John Farrer receiving his driving course prize from Roger Palmer at the Coach House near the A4 in 1974; photo 4 shows his son negotiating a course with Mike Dawes on the PA. The next contestant slid into a new Escort, just out of shot to the right). Beaulieu that year, though not that profitable, still continued to spread the word.

One initiative worth mentioning was the option of paying for life membership. This one-off subscription was then quite a hike up from the ordinary fee. There were few takers, but then who was to know that the club would still be around some 40 years later?

1975, and *Club News* with its four editions was a regular feature. Still with the Club were the V8s and keeping them happy was an article on Pilot engine overhaul. Keeping everyone else even happier was the London regional group, who on Friday 19th December organised a Christmas tour taking in four very different and well known pubs in central London. Those were the days!

In 1976 Roger Palmer our founder stood down as Chairman but was elected to stay in a non-active role as Vice President of the club

Birth of the FSOC

1977 saw a new editor for *Sidevalve*, Steve Waldenberg, and a Northern Sidevalve Day. By now applications for membership for the older Sidevalve Fords were starting to surpass new 100E applications. This in turn increased the need to change the Club title to incorporate these early but more numerous models now coming out of barns and garages where they had lain for decades.

Sponsorship and assistance from the Ford Motor Company via their dealerships greatly assisted the 100E Club in these early years. This was directly due to Stuart Turner, Ford's Director of Public Relations and an authority on rally navigation, and David Burgess Wise, the Ford chief historian, having an avid interest in British early Fords. These two representatives duly attended the rather special AGM of the 19th March 1977. At this meeting the membership was required to vote on the very nature of the 100E Club continuing to exist under this title. After 2 hours, with all 43 postal votes counted, the assembled attendance voted overwhelmingly 46 to 21 to change the name from the 100E Club and, like a phoenix from the ashes, the Ford Sidevalve Owners' Club was born. To satisfy those who had voted against the proposal, the FSOC also included the words 'incorporating the Ford 100E Owners' Club'.

In 1978, with a membership of 700, the Club's vehicles were as follows: 100E, 259; Model Y to 103E including E83W, 290; Specials, 18; and V8s, 7. The rest was made up by associate and junior members. The first register, The Model Y and C register, had been established. Though rather wet, Northern Sidevalve Day had taken place at Roundhay Park, Leeds and dates for a series of treasure hunts had been finalised for the year in Surrey, Berkshire, Middlesex, Essex and Kent. At the AGM the final remnants of the first committee, Mike Dawes (General Secretary) and Dave Watson (Membership Secretary), stepped down as newer members took their place. This was a time when the committee was starting to see a substantial growth since the change to the new Club name. A further new group had been started, based in East Sussex, by John Norris in Bexhill on Sea, who was eventually to become the Club Secretary and Editor in 1980.

For transporting spares, a Club van was sought and an elderly ex-army E83W Utecon with major steering problems was agreed upon and prepared by Chris Rogers for taking delivery of spares and general club publicity. Stainless steel 103E and E493A exhausts were now being made and one special mention should be made of the PAL ignition plugs that became available via the Club. (I still have an old set.) These were a consignment job lot from Czechoslovakia; they went like hotcakes and assisted in keeping the Club finances in the black.

1980s

By now the Club had joined the Historic Clubs' joint committee, an influential association drawing attention to legislation destined eventually for older (post-war) cars in general. The 1000 membership mark was surpassed by the summer of 1980 and the RAC club, Epsom was the Southern Sidevalve venue with the Ford Motor Company's E83W, Model Y and 3 wheeler tug vehicles on view. One member from the United States attended and I do recollect the beer seemed to flow rather well. At the AGM David Burgess Wise, chief historian at Ford Dagenham was voted as Vice President and by June, 76 103E members had been registered with their cars on to the new Popular Register with Bruce Palmer.

Regalia by this period had further extended into ties, children sizes and workshop manuals for the Model Y. 103E spares were being dealt with by Roy Hull/Steve Waldenberg and 100E spares had been reorganised with Steve Myers servicing those members in the north and Mark Wooster in the south. Yet there were still too few members willing to commit themselves at committee level and this started to show with volunteers required for positions of Treasurer, Membership Secretary, Events Officer, Public Relations and Club News Editor.

Despite the reluctance to serve on the committee and other pressurising factors, the first proper book on Ford Sidevalves was

published. This was a Club publication written by Dave Turner appropriately named *A History of Small Sidevalve Fords*, priced at £3.25. For technical advice we had a very knowledgeable chap by name of John Charlton, now sadly not with us.

Area contacts bloomed across the length and breadth of the country, and even abroad with Holland and Australia (Gordon Cowley). The latter was to prove pivotal later on when it was found to be cheaper to locate and import elusive spare parts that could be easily sourced in Australia than here. Eligible vehicles could also apply for membership of the Ford 100,000 Mile Club by contacting Tom Malcolm from the press office of Ford Motor Company, Brentwood. Competition was still evident and buoyant, although on a decreasing level, and one of the best tuning books for the racing fraternity available at this time was *Tuning Sidevalve Fords*, written by Bill Cooper, racing driver and elected president of the club. This essential reading was one of the further publications to be made available exclusively to members besides the workshop manuals and guides.

Quotes were also being taken for tooling for the E93A gear lever gaiter, 103E bumper grommets and a window winder gear for the Upright models with potential orders via Andy Main.

The 1980 season bloomed with car shows and car orientated events at their height, though some local meets were still not being adequately supported. The first South West classic car show was held in Bristol and Ivor Bryant and Brian Malin were there to assist in the club stand. The words 'incorporating the Ford 100E Owners' Club' were finally dropped from the club title: there were no dissenters. The Club van was roadworthy by this period but proving temperamental when driven.

However, not seen before until now, elitism started to rear its ugly head at the more popular events with the 100E, 103E, Austin A30 and A35 especially being picked upon by certain too influential organisers as being either too modern or just too ordinary, probably because the majority of the paying public still recognised these, having owned one. Some organisers even went out of their way to ask owners of 100E and Ford Popular 103Es not to attend. Despite this, more and more owners of the earlier 'sit up and beg' vehicles joined the Club and it was during this year that the Somerville model of the 103E appeared in kit and fully made up form to join the Club items for sale.

At this juncture a few members of the oldest models felt there was a need for a more defined separation of the Dearborn-designed Model Y and C from the 'Essex Uprights' and the still thoroughly modern looking 100E, despite there being a Y and C register (John Russell/Graham Game) for them. This coincided with a time when pre-war cars were gaining a quite separate recognition away from the post-war models. The general attitude taken by some events

organisers to later Ford models certainly did not help and, on the formal basis that attention and defined separation was not sufficient enough for these first 8 and 10 small Fords, a small core group broke away to form their own exclusive club solely to manufacture and identify parts just for these two American designed models. Today this group, The Model Y and C Register and the Pre-war Register of the FSOC work in harmony to promote these early cars and many members now subscribe to both clubs.

With Mike Dawes of the original committee from the old 100E Club having since departed, the Club started to go through a more exacting period posed by the frequency of change and the somewhat disconcerting behaviour of some newer members adopting the 100E and older Fords purely on the basis of cheap daily motoring and DIY maintenance at the lowest level. This was a time when Andy and I were still motoring down to the meetings with Bruce Palmer, the then Popular Register registrar, the publicity and regalia officer John Skinner (E83W Registrar), Howard Stenning and the late John Norris acting as Chair.

In 1981 *Sidevalve* and *Club News* expanded to A4 size with December's issue of the front and back pages in colour. Committee wise, Dave Laxton had taken over from John Norris as General Secretary; Jim Norman had become our 100E/7E publicity/technical adviser; Nick Dunsford, Specials Registrar; Andy Main, Popular Register sales; Dave Simpson, 107E Register; Tony Young, Treasurer; and I got stuck in with books and regalia.

Later that year an international Sidevalve day was held in Holland with the rally at Bergan-an-Zee. Arranged in two parties of Sidevalves, one from the North via Hull and one from the south via Harwich, the venture was to prove extremely successful, although the Dutch traffic light system in town did catch out a few vehicles.

Despite fewer members volunteering themselves at committee level during the early to mid 80s, membership still advanced, putting the committee under increasing pressure to provide the required services and at the same time to procure old stock spares and new items for regalia. Also a certain percentage of members always seemed to join, depart for a few years and rejoin as and when parts outside became more obscure at autojumbles.

In 1983 Paul Edwards joined the committee as Editor. Through him the magazines achieved award winning status, wiping the board on many occasions. To commemorate the 30th anniversary of the 100E the Club published *The 100E Sidevalve Saloons*, with Mel Smith (100E Registrar and 'Trekkie' enthusiast) as its author.

With the stepping down of the Chair during the year for work reasons, the Club managed to secure from the committee the services of a new Secretary. In this position Shirley Wood was to prove pivotal in the future success and



Photo 5

expansion of the club. With Shirley Wood at the helm and a fully committed core that included Martin Howard and newer committee members Mick Crouch, Pat Osborne, George Mather and Tony Saunders, the Ford Sidevalve Club, now based on an increasingly firmer footing, could proceed with major tooling and the grand plan to locate a site for a club store.

1984 saw new steel wings being made but this was to prove quite a headache for the committee, as although a complete set had been particularly defined to fit exactly there were situations where one, two, three or all four wings could be out by the odd few inches on cars of the same type such as the E494A Anglia. Further investigation showed the problem was down to the Ford Motor Company's own quality control, where a seemingly identical car body on the assembly line would be out of shape but fitted with cut and reprofiled standard wings to fit. The Club had no problems with the introduction of radiator mufflers which were snapped up by the 37-53 'sit up and beg' membership.

At this stage I have to skip a few years so Shirley can detail how the club stores were established and the situation to date. At some time in the future it is hoped to provide a fuller history (hopefully a book) with due consideration to all who have assisted, contributed and participated in the success of the Club.

FSOC Stores Refurbishment

The Club had from its inception originally held its spares in a variety of lock-ups, barns and garden sheds. In early 1994 the Club started to look around for a permanent base to store the spares. Martin Howard was instrumental in locating the potential premises, a derelict builder's yard belonging to the Atomic Energy Authority in Abingdon. A decision to purchase was made in the latter part of 1994, subject to the local council agreeing to planning permission for rebuilding and change in use of the premises. Contracts were exchanged on the 16th November 1994 with the need to obtain planning permission by the 25th January 1995. At this crucial stage one person did object, sufficient to delay approval by the local council. At the same time, one member of the Club committee had a change of heart about the



Photo 6

enterprise, but with some positive persuasion eventually agreed to the purchase.

Transacted on 3rd March 1995, the price for the premises was £30,000 plus solicitors' costs. A loan from Lloyds Bank had been negotiated and scheduled initially for the purchase, but as both this and the rebuilding costs were taken from the buoyant Club funds, the offer of a loan from Lloyds Bank was not required.

As can be seen in photograph 5 the site was a collection of derelict buildings within a walled yard when purchased. Here I would add that the Committee had realised that a major rebuilding exercise was needed when it purchased the premises. The first major task was to clear all the rubbish from the site to give access to consider the equipment and facilities required. To give some idea of the demanding work involved, Martin Howard and Shirley made numerous trips to the local tip over a number of weekends just clearing out the debris and disposing of all the rubbish.

During this time discussions were taking place with a local architect concerning the redevelopment of the site, which would be limited given the financial restraints of the Club. The Club had purchased the premises without borrowing any money and wanted where possible to restrict any loan if required to a minimum. Hence the budget was tight. Where viable the existing walls were requested to be retained to reduce the amount of building work. Plans were finally agreed with the architect and planning permission finalised after Martin had spent some time explaining to our new neighbours that the Club would not be operating a scrap yard. In fact the Club has since proved to be the tidiest neighbour in the block. In early 1995, a tender was issued for a builder to rebuild the premises and work started in October with an intended completion date by December 1995. This date was crucial as the 8 & 10hp spares had to be moved from their existing location by February 1996. Photograph 6 shows the major rebuilding required, one of the yard walls being demolished as the next door neighbour's ivy had produced large cracks in the wall.

As is characteristic of any major work, the builders did not complete on time and penalty clauses built into the contract did not encourage them to hurry. A decision had to be taken and as soon as the building structure was

The Early Years contd



Photo 7

sound and weather proofed, the contract with the builders was terminated to progress onto the next stage of drying out the premises and painting the walls and floors prior to moving in the stock. We were now into the crucial month of February 1996 with a barn full of spares that had to be moved with nowhere for them to go.

Just one solution was on offer: to move all the spares into Martin and Shirley's own garages. This was a major undertaking and involved Martin and Stephen Wood in transferring the spares and stacking them in any space available. Not surprisingly, this meant that it was extremely difficult to find any spares during the next nine months while the majority of the parts remained in these garages and unfortunately the spares service did suffer during this period.

During the early part of 1996 Martin spent six weeks of his holidays and every spare moment cleaning the old walls of the premises with a power washer to remove the existing paint. The main problem proved to be the drying out the premises in order for the walls and floors to be painted before moving in the racking and the spares. Drying was eventually achieved with the use of an industrial heater and dehumidifiers running 24 hours a day for many months. The latter still run all the time to keep the spares from rusting. Photograph 7 shows the new buildings being dried ready for painting. One has to remember that at this time no lighting was available in the building so Martin was working with inspection lights and whatever else he could lay his hands on.

During the early part of the summer of 1996, the intrepid few had persevered to dry out one third of the building and paint it. Once this wing was painted the existing racking was moved in and Martin and Stephen spent a great deal of time putting the racking together. The majority



Photo 10



Photo 8

of the 100E spares was then distributed into the area with a certain amount of the second hand upright spares. This allowed easier access to the new 8 & 10hp spares that remained in the garages.

The process of painting in the second wing of the premises was repeated and it was during this time that Graham Bundy was involved to install power and lighting. Also installed was an industrial gas heating unit to keep the spares in good condition and to allow everyone to work at the stores in some reasonable comfort. As all the existing racking had been used in the first wing, purchasing a large amount of racking for the second wing was deemed necessary. Photograph 8 shows the second wing with the racking and spares installed in August 1996. However the Club still had four garages full of spares to be moved, although by this time the majority of the new and reconditioned spares had been relocated.

During Autumn 1996 Tim Bubb contacted the club with the information that he could lay his hands on a quantity of pallet racking on the proviso that someone travelled to Kent to collect them. One Saturday, Stephen and Martin set off to Kent with a pick-up truck to collect three bays of pallet racking and a large number of plastic storage boxes. So laden down was the truck that much of the latter fell out when the time came



Photo 11



Photo 9

to unload. Nothing went unused and since that time the Club has acquired more storage boxes via Club members.

Cleaning and painting the third wing of the stores continued during the autumn of 1996. This wing contained two rooms, a packing room (photograph 9) and an office so that all the paperwork could be moved from Committee members' houses into the premises. The two rooms were finished by the end of October 1996 and this made life much easier when packing the spares. In the early days Martin used to wrap exhausts in the lounge, much to the amazement of friends and visitors, so having a packing room was a luxury.

The remaining area of the premises was finally cleaned of old paint during November 1996, ready for painting and the installation of a small kitchen, toilets and a washroom. Unfortunately in December 1996 Martin Howard was killed in a road accident which left everyone in a state of shock. With so much still to be done December was spent in continued painting and installation of pallet racking ready for moving in the larger and heavier second-hand parts such as engines, gearboxes and panels, including all the exhausts (photograph 10), with the work carried out by Stephen, Graham, Mick Crouch and Shirley.



Photo 12



Photo 13

It is worth mentioning that those working at the stores during this period and up to March 1997 drank the minimum number of cups of tea and coffee to avoid use of the existing toilet, a rather unpleasant relic from the previous owners. With no lights and no doors, privacy was at the barest minimum. To use the facility one had to make a lot of noise to ensure no one wandered in accidentally. Eventually a plumber was employed to install the new toilets and sinks in the designated areas. Stephen was responsible for the tiling of the toilet areas while Shirley was left to paint everything in sight, including walls, ceilings and doors. Graham installed lights, power and fan extracts in these areas while Mick helped out with the paintbrush. Photograph 11 shows one of the completed toilets. Rest assured that you can now have as many cups of coffee as you want while working at the stores, as you can now sit on the throne in comfort.

During the time of the rebuilding Shirley seemed to spend a great deal of her time driving between home and the stores to replenish flasks of coffee and dispensing sandwiches, salads, soups and cakes to keep the workers happy. Therefore, she was more than happy when early in the summer of 1997 Stephen built and installed a small kitchen to avoid her numerous journeys to and from home. The kitchen is now fully stocked with cutlery, crockery, saucepans, kettle and microwave to save some of the journeys.

Graham again helped out by installing the electrics in the kitchen. Photograph 12 shows the completed kitchen while photograph 13 illustrates the washroom and water heater for those with extremely greasy hands as Shirley will not let them in the kitchen sink.

During the Spring new gates were fitted to the yard and gates fitted over the existing doors. Shirley remembers only too well having to unload all those gates with the man who delivered them and struggling to put them



Photo 14

inside the stores until they could be fitted. Thanks to Ian Woodrow who turned up to paint all the gates on a very cold day: a thankless task but very necessary. Neil Patten also helped fit draught / water excluders to the main double doors as water was being blown down the drive and straight under the doors into the main stores area, resulting in large puddles inside. Neil's excluders have done sterling service with no water blowing into the stores since. Photograph 14 shows the centre of the yard paved to ensure that the water goes down to the newly cleaned drains.

By November 1997 the major building works had finished. Inside, more racks needed to be erected to store such items as steering boxes, prop shafts etc: we also had to identify, label and count all the second-hand stock plus some of the new stock. At this stage there was still nearly two garages full of second-hand spares that remained to be moved into the stores and, once space was made, spares became much easier.

A new road sign for the drive, garage area and stores was erected during November 1997, appropriately named Sidevalve Mews. This posed much interest amongst the neighbours. Fortunately we received just one complaint about this. So how did we obtain our road sign for posterity? Well, it seems that if you have a gas supply installed then you have to have an address. When Martin had the gas installed in early 1996 he had to approach the council for an address. They asked him what name he wanted so, tongue in cheek, he requested Sidevalve Mews and it was accepted. It has to be said that it did not please the MG owner who lived opposite the garage block.

The pace has never stopped. In 2000 we decided that we needed further space for storage. Club spares were still retained in Shirley's garages and by now she really did want them moved out. The Club applied for and obtained permission to build six garages on land it owned just outside the main yard and that summer it sub-contracted the bricklaying work to someone we knew. Stephen and Shirley acted as builders' mates every weekend he was there. The roof of the garages was installed by a Club member and the electrics were once again installed by Graham Bundy, our resident electrician. A further spree of shelving installed in four of the six garages meant a major reshuffle, resulting in a large quantity

of second-hand spares being moved out of the main building into the newly built garages to give the Club a small but much needed meeting room.

After completion of the garages the Club decided to install another set of gates, this time at the entrance to the garage block to stop people dumping vehicles in the garage area and prevent some undesirable characters congregating close to the stores. Yet again we had to talk to 12 neighbours for them to sign up to the installation of the gates and to supply them with keys for access. Apart from the usual individual, most were pleased with the outcome as such action provided a more secure access for their own garages without any costs to themselves.

Today we hope that we have more or less completed the stores as Martin Howard envisaged. You'd be amazed at how many times racking has been moved around the stores to more convenient places. Importantly it should be remembered that the Club has purchased and rebuilt the stores and built on additional garages with its own money, with no requirement to borrow. This is a major achievement that was only possible with the support of the Committee, especially Tony Young, our Treasurer, for his careful handling of the Club finances.

It is at this time that we should express the Club's debt of gratitude to Martin Howard for locating, purchasing and rebuilding the stores, and spending so much time in ensuring that the Club has a good home for its spares. It is a great shame that he never saw his work completed but we hope that he will approve of what we've done. We also have to say a big thank you to Stephen Wood who provided invaluable help with the building and re-building works as well as the spares. Thanks also to Mick Crouch and Graham Bundy, both of whom have provided invaluable help with the rebuilding works and the moving of the spares; Neil Patten who provided help with the sorting of spares and the fabrication of parts for the building; Ian Woodrow who spent a cold day outside painting the gates while the rest of us were inside the building; and also Tim Bubb, who provided the Club with some racking and has spent time helping at the stores sorting out and identifying spares. There have also been many other Club members who have taken the time to come and help move things when we needed a hand – too many to mention. It has been a group effort to complete the stores, which the membership as a whole should be proud of.

Letters and Emails

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Scrappage Scheme

Dear Sidevalve,

I have just come across an advert on eBay for parts from a 'scrappage' 103E Popular. I have contacted the company which is fairly local to me to see if I could purchase the car as a whole, as the condition looked far too good to be scrapped, only to find that this car has been traded in under the Government Scrappage Scheme meaning that it had an MOT and tax.

I have found that most of the parts have been stripped from this car now and the shell should be being taken this weekend, so it is too late for this one, but I hoped that in your position you may have more of a voice than myself to try to stop this sort of thing happening and destroying our motoring heritage any further.

I realise that this isn't the first case of this type and that you may have received a barrage of letters and emails regarding the scrappage scheme already, but I am very frustrated that this is still being allowed. I purchased my 7Y in much worse condition than this car (just the shell, doors and chassis) to save it from being scrapped, and hoped to do the same with this car.

Many thanks for your time.

David Gregory

Dear David,

It was inevitable that our cars would get involved as £2000 is more than the value of some examples. If the cars registered 'historic' were banned from the scheme that could solve matters but no one seems to have thought further than the propping up of our car industry! In practice, 86% (source: Federation of Historic Vehicle Clubs) of the money has gone overseas to non-UK manufacturers such as Hyundai and Chevrolet (Daewoo) and others that will be worthless in two years.

Alas the Federation of Historic Vehicle Clubs is not getting involved as they say most classics are worth much more than £2000 and don't see the problem. The scrapyards are filling up with useable cars, often with low mileage – now that is polluting as the new cars cause so much pollution in their manufacture but no one wants to listen.

Regards,

John Porter



E83W Utilecon

Dear Sidevalve,

A new member here (No; 2034 Car T) and I wondered if anyone can help me out. I purchased an E83W van, mostly in bits, and as I already have some military vehicles I'm trying to find any details of this vehicle being used by the armed services. I know they were used by Home Front groups, British Red Cross, Salvation Army, WVS etc; but I'm trying to find out about its military use.

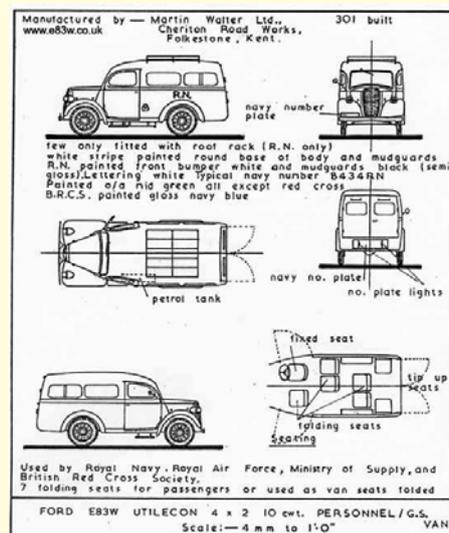
I found a line drawing for the Utilicon version as used by the RAF and Royal Navy, and it's believed they used a lot of vans as well.

If anyone has any details or better still photos I would be very grateful for a copy and willing to pay any costs to get them to me. My e-mail address is a.neal@o2.co.uk.

Thanks.

Andy Neal

We have already put Andy in touch with Yoon, but if anyone else can help, please feel free to chip in. – Ed.



Still Going Strong

Dear Sidevalve,

This 1939 E94A Tourer (above), reg. no. 434 DEL, was known to the FSOC during the time that we lived just outside Brentwood in Essex between 1981 and 1993. We covered many miles on British roads in this period. Notorious events such as the Dagenham Pilgrimage, six Bristol-Bournemouth runs, one Norwich Union RAC rally, numerous Sidevalve Club outings (amongst them camping trips in Suffolk and annual meetings) – the car never let us down. In 1993 we went back to the Netherlands but every year the car is still campaigning in many corners of our small country.

The picture shows the car at the start of the annual three-day event, this year at the end of August, of the Dutch Historical Automotive Society, of which we have been members since 1976 (the very same year we joined the FSOC!).

After this event we treated the car to a pair of new rear wheel bearings, courtesy of the splendid supply of the FSOC and the never failing personal assistance of Shirley Wood. Everything went extremely well but I needed the help of a trained mechanic to free the outer races from both hubs. The car still had its original 1939 bearings and it cost some sweat, blood and tears to get this latter job done. After that had been successfully accomplished, the installation of the new bearing kits took no more than fifteen minutes per side and the car is now well prepared to conquer the roads again next year (after some well earned winter sleep).

Yours sincerely,

Friedel Erdelmann

Exloo, the Netherlands

From Malta

Dear Sidevalve,

I am Joseph Mario Portelli from Sannat, Gozo, Malta. I have been a member of the FSOC for about 4 years but my interest in making and mending things goes back to when I was a teenager!

I purchased my Ford E83W in 2003 from Mr Effie Pisani of Hal Axiq, Malta. As soon as it was in my own garage I began its restoration. Things didn't look too bright as the engine was seized but I worked very hard to make it look like the original. The pick-up needed sandblasting, repairing and painting, and many parts were missing!

I did all the work myself and the whole job took six years. Effie was very helpful in finding parts. I am now enjoying my Ford E83W on the road. It is indeed a great pleasure for me!

Regards,

Joseph Mario Portelli



Old Ford Rally

Dear Sidevalve,

I write seeking greater club involvement in aspects of supporting the Old Ford Rally in 2010.

Following the demise of the All Ford Rally in 2007, The Ford Y&C Model Register was keen to see a similar rally for Ford clubs and Ford enthusiasts on the annual calendar. In 2009 the FY&CMR inaugurated the first Old Ford Rally at the Motor Heritage Centre, Gaydon. This was deemed by all involved to be a successful beginning and positive signs were there that this should continue as an annual event.

It is our intention to ensure that the OFR is not seen to be solely within the domain of the FY&CMR. It is hoped that, over the next few years, Ford clubs would develop ownership of the rally through increased involvement in planning, administration and delivery. All this was clearly expressed to all Ford clubs represented at the Expo Meeting at Gaydon in November 2008 where a planning session was held for the 2009 rally.

We recognise that clubs worked hard to support and promote the 2009 rally, to ensure members attended and to set up stands within designated areas. A minimal amount of marshalling was undertaken on site. For 2010, although certain planning steps have been taken already, we hope to involve clubs to a greater extent with 'hands on' at the planning stage than was the case in 2009.

For the 2010 show we will take on board the suggestions already submitted by clubs and we request further suggestions on any aspect of the rally e.g. arena activities, club stand, show layout, special displays, trade stands etc.

In addition, officers of your club may wish to have hands-on involvement in the planning and organisation of one or more of the following:

- Publicity links – websites, clubs, classic car journals
- Setting / layout of club display areas and / or trade areas
- Arena activity marshalling etc.
- Programme

Letters and Emails contd.

- Control point and general marshalling on the day.

We will certainly be seeking more hands on deck in terms of on-site marshalling at the beginning of the Sunday. This point arises out of a range of comments on the 2009 rally. The Ford Y&C Model Register alone, supplementing Gaydon staff, does not have sufficient manpower to cover the demands at the start of the day when exhibitors are arriving.

Meanwhile please do not hesitate to let me have your thoughts on the above matters. We hope your club will play a full part in making the 2010 rally a great success.

Bob Wilkinson
Secretary, Ford Y&C Model Register
bobwilkinson49@hotmail.co.uk
Tel: 01832 734463

Getting Into the Swing

Dear Sidevalve

We have just purchased a 1959 100E Ford Anglia which we brought back on a transporter, not knowing the reliability of the vehicle. After a few small tweaks we have taken her for a few short drives around our village and surrounding area of Solihull including up to the local school to collect our granddaughter. The looks and smiles we have received are amazing. It certainly is a conversation piece – it brightens every ones day with comments like ‘We had one of those’, ‘My Dad had one of those’ etc.

I purchased my first 100E Popular for £20, reg: 394 BOP, when I was a seventeen year old apprentice. I also purchased an engine for £2 which I proceeded to change in the snow by using a rope and a lot of muscle. It took me four hours as I had little knowledge of cars at the time and could not align the clutch. I should have left the original engine in as it ran much better than the replacement but persevered driving her throughout the heavy winter. Also coping going uphill in the snow with the wipers almost coming to a full stop – oh what happy days.

With our new acquisition we are hoping to take her along to local classic car meets and meet up with like minded folk. We have become members of the FSOC and have enjoyed reading the last few editions of your magazine.

Yours sincerely

Mike and Kathy Rymer

Mid Wales & Borders Area Group

Dear Sidevalve,

The Mid Wales & Borders Area Group is probably unique because it has never had any members! Having sold our 1959 103E I will not be renewing my FSOC membership for 2010, and as (so far as I know) there have been no volunteers to take over the group it will presumably fade quietly away.

Between purchasing UVN 96 in January 2005 and selling her in April 2009, our coffers were considerably depleted. The first year

was virtually trouble-free, then followed two major engine problems and a few other things: but let's face it, that's par for the course with any old motor. To be fair most of the troubles were minor ones and would not have unduly worried those members who have the facilities, equipment and knowledge to sort them out. Unfortunately I had none of those things and I was also lacking that indefinable instinctive knack which means that some folk can mend things, whereas people like me just seem to make things worse. That meant we depended too much on mechanics and friends, which was not really satisfactory, and the car began to spend more and more time lying idle.

The delivery of our new Morgan 4/4 meant the Pop was used even less, and by March this year it became obvious the best option was to place an ad in *Sidevalve News*. It was such a shame the car was not being used and enjoyed, so we were delighted when she went to a good home in South Wales.

Looking back we had a lot of good times. We attended numerous local shows and the Pop was featured in *Classic Car* magazine. The main claim to fame was an appearance on *Wales Today*, the local ITV news programme, in connection with the 2008 FBHVC Drive It Day. So, on the whole we enjoyed the privilege of owning a piece of motoring history, but it was time to move on.

Yours sincerely,

Dennis J Duggan

A Chat with John Farrer

Jennie Thake

I first spoke to John Farrer about three years ago when he phoned to say that he would like to join the North London Group on the Isle of Wight holiday. As the club celebrates 40 years I thought I would have a chat with him about memories past and present.

John lives near Maidstone in Kent and it was from here that the club started with like-minded enthusiasts, meeting at Strawberry Grove at the Rugby Club. At the first meeting they watched a film, *Life and Soul of the 100E*, and had the first AGM of the Ford 100E club. Further meetings were held at the various members' houses, borrowing chairs from neighbours and often having a slide show – the way to share photographs in those early days. They then progressed to sheds for their meetings.

John's vehicle is still the same one that he joined the club with – a peacock blue 300E with windows – but it has had a few modifications over the years. It runs with a 1300 overhead valve Cortina engine, four speed close ratio 2000E Corsair gear box, 107E back axle, chassis struts and discs on the front with a servo, but only has one carb because of insurance!

The car has had 12 engines over the years: John likes to drive fast and have a lived-in car. In the early days of the 100E club the members would spend a long time talking about the mods they had done to their cars and he felt that they were looked down on at first by the purists that came in when the Ford Sidevalve Owners Club was formed, but John feels that the modifications helped get a better car at the time.

After a number of years of enjoying his 300E as an everyday car, and just belonging to the FSOC but not taking much of an active part, John thought that he would like a holiday. He liked the sound of the North London Group, especially as they were going for their annual holiday to the Isle of Wight, his favourite place, so he rang up to enquire about it. This is where he got his nickname 'Don't Do That' because on being told all about what we do on holiday, most of his answers were 'I don't do that!' But with some encouragement and friendly banter he joined in. He has since had a holiday in Boumemouth and is coming to Weymouth in June 2010.

When Richard Greenaway started his Kent group John went along and is back where he started



Taken in June 2008 at the hotel on the Isle of Wight. John Farrer (right) shared a table with Mike Capps from Wisbech (left), also a long-standing club member.

all those years ago, enjoying a group meeting with like-minded enthusiasts. One particular meeting he enjoyed was when the members pooled their knowledge of various trades they are skilled in. John is very good at working with old radios, getting them going again.

It was lovely to chat with John who is now 80 years old and still using his 300E as his everyday car. We hope he has many more years of motoring, as when it comes to retiring and putting his feet up, 'I don't do that!'

Restoration Comedy

Michael Whitworth

I am a member of the Gloucester, Hereford & Worcester Regional Group and was a police officer for fourteen years. For approximately twenty years my wife and I ran a company supplying parts for Jaguar cars, both pre-war and post-war models including the Mk.V and the Mk.VII/VIII/IX range. I have now retired and my son owns and runs the Jaguar parts company – Worcester Classic Spares.

I used to own Ford Sidevalves in the 1960s and felt I could not miss the opportunity of owning another when I saw my current 1952 Anglia, KCR 149, displayed for sale at the Restoration Show at the National Agricultural Centre near Coventry. A garage proprietor was selling it on behalf of the owner. I finally acquired the car, with an MOT, on 21st April 2002, and I am the second owner.

Apparently the car had been in dry storage for twenty-five years. It has been fitted with an 1172cc engine, Ballamy independent front suspension with a panhard rod on the rear suspension, the export version water pump, Marshall headlamp conversion and 16" wheels fitted with 5.25" tyres. Although it had just been MOTd when I bought it, it would run for only a few miles before the engine stopped due to the amount of muck in the fuel tank blocking the fuel pipe. It also had electrical problems – a fault with the voltage control box. I was able to solve the fuel blockage problem after removing the tank, cleaning it out, treating it with Slosh Tank sealant and fitting it with a new fuel pipe. Regrettably, I had to pay someone to cure the electrical problem.

I use the car regularly and it always seems to go very well indeed, but developed a bad habit of the starter motor jamming. It would never free itself by rocking the car back and forth and I always had to take the starter motor off to free it. This involved disconnecting the bottom radiator hose, which obviously meant draining the radiator. I can't remember how many times this happened but it became the norm to carry sufficient and appropriate containers to drain the water and refill the system. On more than one occasion this operation was carried out by torchlight. I tried to avoid the problem by regularly starting the car on the handle and not using the starter, but had to admit I was running out of puff (it's a long time since I last attended a youth club), and, despite taking great care and wearing a very thick glove, the starting handle always managed to hit my wrist with tremendous force when the engine fired.

On one of the many occasions I examined the starter motor, I concluded there was excessive wear in the bendix and tried to obtain replacement parts. Apparently they were not available, although, of course, there were companies able to supply 'reconditioned' starter motors – one does ask oneself how they can recondition them if the parts are

not available. The answer seems to be that they don't recondition the bendix – they just use the worn parts off someone else's starter motor, but the actual motor is reconditioned. I finally succumbed to buying a reconditioned unit, although my actual motor was perfectly okay and had never caused any problem – it was just the bendix that kept jamming. As we all know, the two bolts that hold the starter onto the engine also hold the various parts of the starter together, but for this idea to work the clearances between the various parts of the starter motor must be spot on, otherwise it will jam solid when the two bolts are tightened. Needless to say, the one supplied jammed solid. The starter was returned to me with the correct clearances, but jammed as soon as it was operated. Upon removing it and having a closer look, it was obvious the bendix was more worn than the one I had sent away to be reconditioned. More phone calls and I was told that the chances of getting a decent bendix were nil, but I would be sent another second-hand one. This duly arrived and was fitted, and, upon pulling the starter button the starter jammed, accompanied by a horrendous noise. The situation was obviously getting worse. Upon removing the starter, I found the nut on the end of the bendix had sheared off and this, and bits of the bendix, had shot off into the bell housing. The engine had to be disconnected from the gearbox, the broken parts retrieved, and yet another starter was supplied. This also jammed.

Soon after that, the company sent me my money back and declined to take any further part in proceedings.

The decision was made to take the car off the road and try fitting a new starter ring to see if that would cure the problem. One thing led to another, resulting in the car being off the road for ten months, returning to the road in April 2008, by which time the engine compartment and one side of the bonnet had

been re-sprayed, all the engine components had been cleaned and polished, new valve springs fitted, the valves re-ground, all ports polished, a new starter ring, clutch, timing chain (the reference books show the latter to be the same as the double timing chain on a Mini, so I already had one of those), new exhaust, battery, one king pin and bush. I also fitted new oil seals at the front of the gearbox and in the rear hubs. The rear brakes were covered in oil and since that has been rectified they are excellent. I fitted longer rear studs and 1" spacers to the rear, so the rear wheels are a closer match to the increased track of the Ballamy front axle conversion.

Whilst doing a total check-up on the engine, I found the filter around the oil pump was blocked with junk and debris to an incredible degree. I was very glad I had removed the sump and found this problem.

Since doing all the work, so far the car has started on the starter without any problem, although I do take the precaution of starting the car on the starting handle when starting from cold. Since adjusting the timing I no longer get hit on the wrist, much to my relief. I have been able to purchase a new starter motor, not reconditioned but unused old stock, but whilst my present starter is still functioning I'll leave things as they are. The MOT tester was impressed with the car and commented that the brakes were exceptionally good. The plan is to fit a heater before winter arrives.

Two of my tyres were looking a bit suspect with some evidence of cracking in the side walls, although they did pass the MOT without comment. I have now fitted 6.70 x 16 tyres to the rear wheels. These were tyres I just happened to have and seemed preferable to the prices quoted for replacement 5.25 x 16. With the spacers on the rear wheels I could fit these oversize tyres without any fear of the nearside tyre rubbing on the exhaust system.



James Norman

Following on from all the activity reported in the last issue, things have been rather quiet since. This is due in no small measure to the pressure of work, i.e. the work I get paid to do, leaving virtually no time to do anything with the car other than drive her to and from the afore-mentioned work.

It is mostly due to such driving that, at 6.30 pm on 29th October, I had owned BLC for exactly three years. In that time the car's mileage had increased by 55,454, or an average of almost 18,455 miles per year! Fortunately, she gives few problems (certainly compared to the 55-plate Peugeot 407 belonging to a colleague), and with the lack of available time this has been just as well. I did manage to do a very small service over half term and this revealed a drastic loss of clutch fluid. A check showed that the master cylinder was leaking, so this was removed with the intention of fitting new seals. Once dismantled, though, there were a lot of hard, crusty deposits around the piston, just where the seal locates, which would have made any sort of fluid sealing difficult to say the least. So a new cylinder was fitted (you be amazed at the spares I keep in stock!) and we were back in business.



The excitement over the last few months has been her appearance in two monthly magazines; *Classic Ford* was mentioned last issue and *Retro Ford* has, as I write, been out about a week. This is a very well done, six page article which shows the car at her best. She's also hit the Anglia 105E Club's web page! All this publicity, yet really all she is doing is the job she was built for.



CFTECH YOUR FIRST PROJECT CAR

BUYER'S GUIDE: PERFECT 107E

PREFECT 107E
Overshadowed by its more glamorous 105E stablemate maybe, but the 107E makes the perfect entry-level Ford with bags of potential.

INTERIOR
The interior is simple and functional, with a steering wheel, dashboard, and seats. The car is well-maintained and ready for use.

ELECTRICS
The car has a basic electrical system, including a battery, alternator, and lights. The system is reliable and easy to maintain.

GEARBOX
The car has a manual gearbox, which is a common feature for this model. The gearbox is well-maintained and provides a smooth driving experience.

DIAMENES
The car has a classic design with a red and blue color scheme. The wheels are well-maintained and provide a classic look.

"THE PERFECT 107E WAS SOMETHING OLD AND SOMETHING NEW, BUT IT CERTAINLY WORKED"

Centrefold model: BLC in *Retro Ford* (top, with kind permission of *Retro Ford Magazine* – www.retrofordmagazine.co.uk/) and *Classic Ford* (bottom, with kind permission of *Classic Ford* – www.classicfordmag.co.uk/). All other pictures taken by *Retro Ford* for Jim's own use.

